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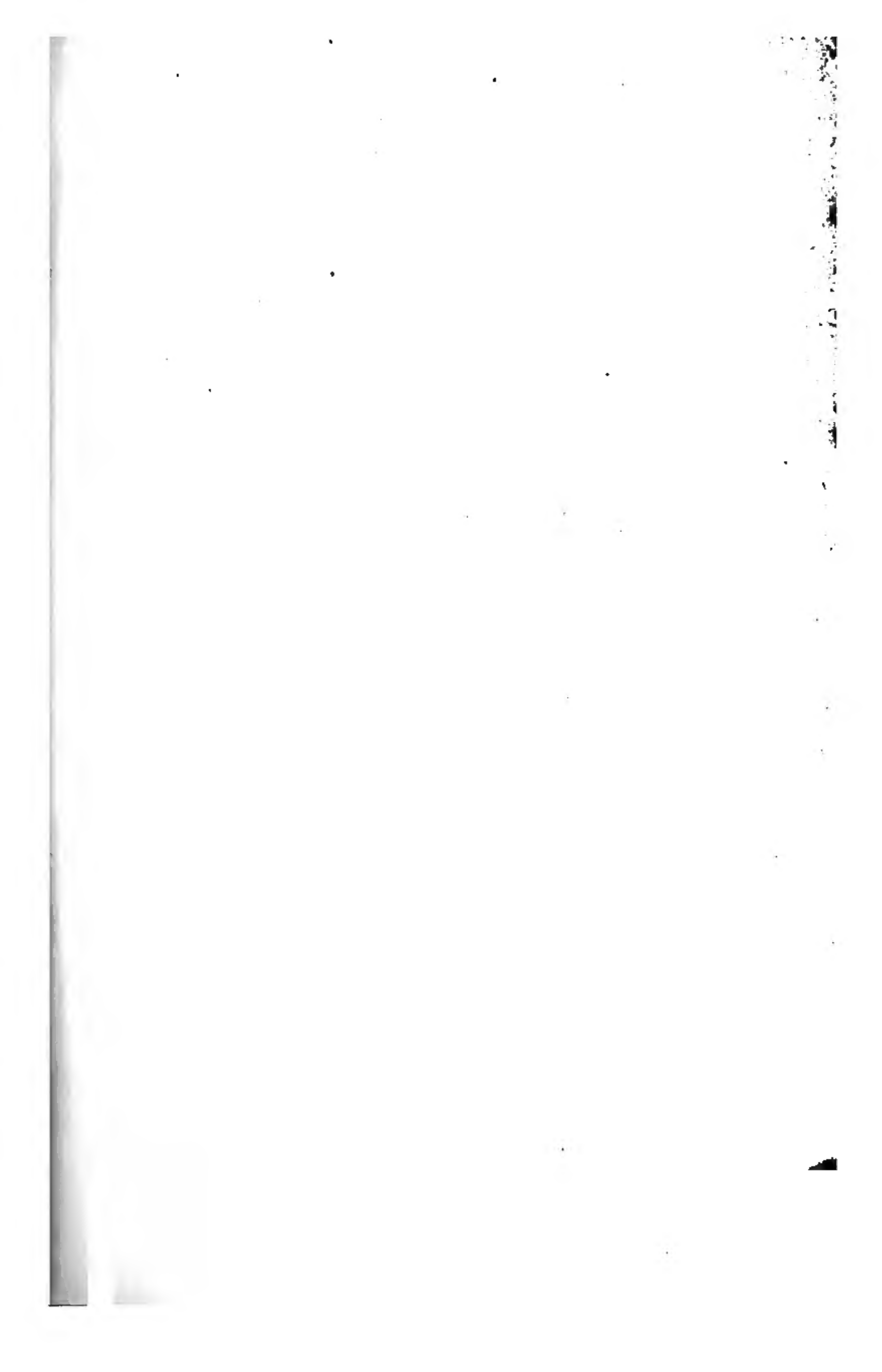
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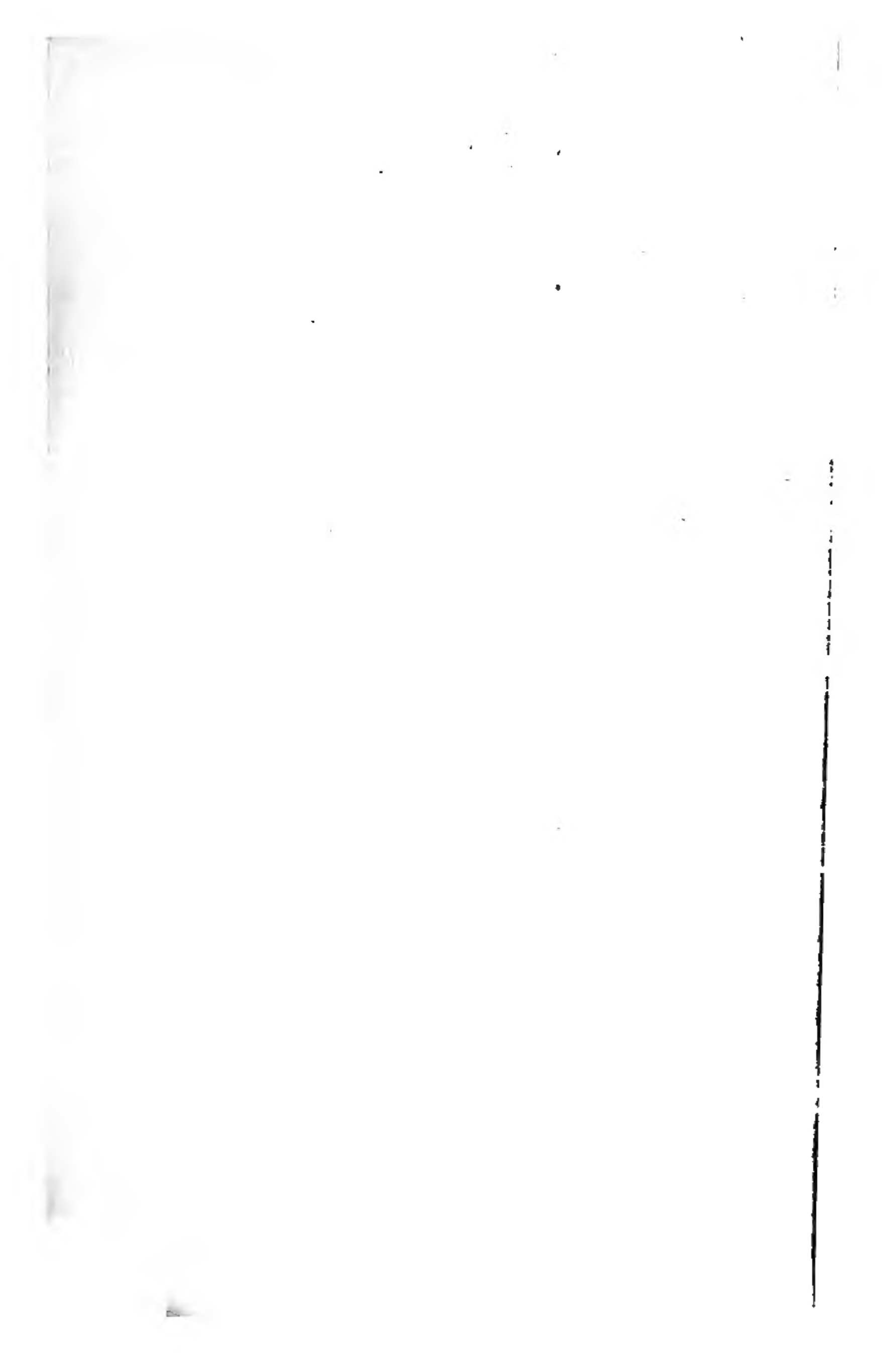
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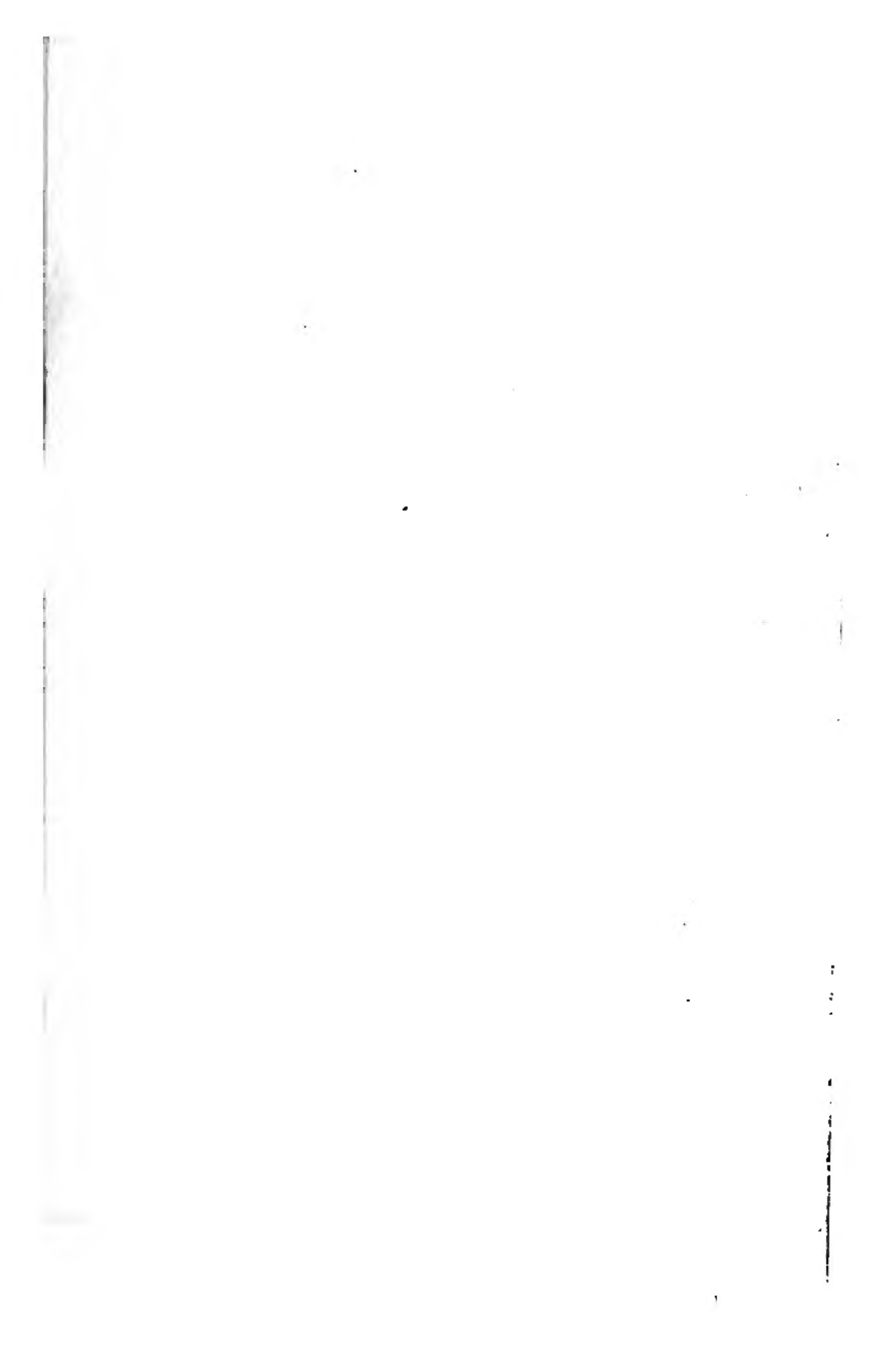


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TENTH ANNUAL REPORT^R
OF THE
Board of Railroad Commissioners

OF THE
STATE OF NEW YORK,

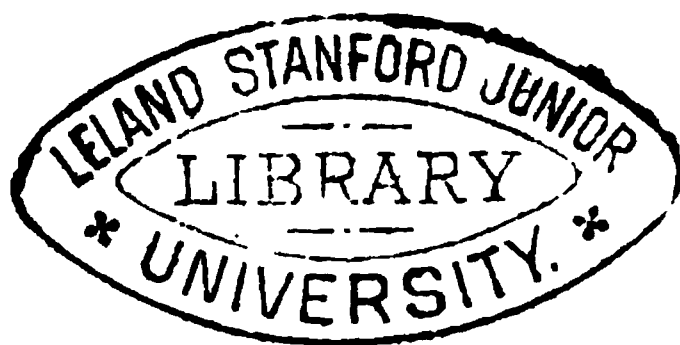
For the Fiscal Year Ending June 30, 1892.

TRANSMITTED TO THE LEGISLATURE JANUARY 9, 1893.

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TABULATED STATEMENTS
OF
ANNUAL REPORTS.

TABLE

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operating Income from all sources, for years

"d" denotes

NAME OF ROAD.	1891.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation
Addison and Pennsylvania	\$102,475 32	\$75,039 69	\$27,435 63	\$2,400 00
Adirondack	174,696 54	122,831 08	51,865 46	.....
Albany and Susquehanna	3,790,164 37	2,256,589 92	1,533,574 45	.....
Allegheny and Kinzua	91,673 67	68,002 28	23,671 39	.....
Attica and Freedom .....	.....	.....	.....	.....
Bath and Hammondsport	30,064 99	15,540 26	14,524 73	338 96
Boston and Albany	9,060,192 16	6,217,809 26	2,842,382 90	166,030 12
Bradford, Eldred and Cuba	37,977 42	37,737 42	240 00	.....
Brooklyn, Bath and West End	108,065 64	84,304 80	18,760 84	.....
Brooklyn and Brighton Beach	116,482 47	69,470 60	47,011 87	500 00
Brooklyn and Rockaway Beach	72,565 57	43,942 49	28,623 08	2,339 90
Buffalo, Rochester and Pittsburgh	2,419,407 02	1,698,245 88	721,161 14	30,673 70
Carthage and Adirondack	105,070 30	50,218 49	54,856 81	.....
Catskill Mountain	41,625 53	24,844 02	16,781 51	487 04
Central New England and Western	626,555 68	464,001 47	162,554 21	19,378 78
Chateaugay	216,834 33	135,893 20	80,941 13	.....
Chautauqua Lake	32,572 87	31,271 24	1,301 63	.....
Clove Branch	9,720 23	8,392 50	1,327 73	96 84
Connecting Terminal	121,421 37	56,892 22	64,529 15	.....
Cooperstown & Charlotte Valley	48,997 16	31,691 17	17,295 99	248 19
Corning, Cowanesque & Antrim	723,285 12	530,075 75	193,209 37	.....
Dansville and Mount Morris .....	.....	.....	.....	.....
Delaware, Lackawanna & Western	8,169,403 25	4,082,597 51	4,186,815 74	.....
Dunkirk, Alleg'y Val. & Pittsb'gh	265,607 78	194,457 00	71,150 78	5 00
Elmira, Cortland and Northern	462,727 62	321,619 47	141,108 15	724 35
Elmira and Lake Ontario	719,291 83	713,315 30	5,976 53	.....
Elmira and Williamsport	912,358 91	755,620 46	156,738 45	.....
Fitchburg	6,580,322 04	4,917,538 63	1,662,783 41	270,682 45
Fonda, Johnstown & Gloversville	228,593 67	130,310 87	98,282 80	1,501 20
Grand View Beach	4,155 11	2,270 26	1,884 85	.....
Greenwich and Johnsonville	40,829 85	28,606 92	12,222 93	231 00
Herkimer, Newport and Poland	43,748 63	30,569 36	13,179 27	.....
Island	60,867 18	33,038 89	27,828 30	.....
Kaaterskill	14,984 96	9,582 86	5,402 10	.....
Kanona and Prattsburgh	12,308 48	7,918 69	4,394 79	.....
Keesv., Aus. Chasm & Lk. Cham	16,237 84	13,773 24	2,464 60	769 84
Kinderhook and Hudson	36,497 98	20,509 94	15,988 04	.....
Lake Champlain and Moriah	126,208 91	101,794 20	24,414 71	518 44
Lackawanna and Pittsburgh	9,749 17	8,980 04	769 13	.....
Lake Shore and Michigan Southern	20,491,957 14	13,875,028 60	7,116,928 54	471,358 40
Lebanon Springs	63,626 88	67,490 90	d 3,864 02	340 73
Lehigh and Hudson River	381,702 37	233,414 58	148,287 79	1,411 04
Lehigh Valley	751,570 81	778,001 00	d 26,430 19	.....
Long Island	4,061,898 62	2,529,239 71	1,532,658 91	60,598 03
Mahopac Falls	c .....	.....	.....	.....
Marine	11,672 80	11,463 03	209 77	.....
Middleburgh and Schoharie	9,034 18	7,900 83	1,133 35	.....
Middletown, Unionville & Water Gap	41,182 62	28,214 61	12,968 01	174 00
Mount McGregor	10,057 18	10,093 88	d 36 20	.....
Newburgh, Dutchess and Conn	175,909 07	145,671 87	30,237 20	279 72
New Jersey and New York	276,608 88	241,225 37	35,383 51	.....
New York and Canada	1,026,761 69	785,349 46	241,412 23	.....
New York Central & Hudson River	35,356,485 73	23,684,750 89	11,671,734 84	2,545,639 53

GROSS INCOME OF STEAM ROADS.

7

A.

SURFACE STEAM.

ting Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1891 and 1892.

deficiency.

	1892.					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.	
\$29,835 63	\$92,229 95	\$59,301 26	\$32,928 69	\$12,620 84	\$45,549 53	
51,805 46	161,785 60	118,102 12	43,683 48	.....	43,683 48
1,533,514 45	3,830,464 48	2,198,793 84	1,681,671 14	.....	1,681,671 14
28,671 39	59,418 65	55,837 91	3,580 74	241 67	3,822 41	
.....	a 6,921 87	7,835 01	d 913 65	125 52	d 788 18	
14,868 69	29,039 54	16,055 73	12,983 81	346 64	13,330 45	
2,998,413 02	9,602,800 78	6,801,287 68	2,801,513 10	260,515 69	3,062,028 79	
240 00	26,962 82	29,430 35	d 2,467 53	.....	d 2,407 53
18,760 84	78,273 80	75,073 59	3,200 21	.....	3,200 21
47,511 87	113,405 60	75,457 54	37,948 06	500 00	38,448 06	
31,012 96	72,250 80	49,498 94	22,751 86	2,588 27	25,340 13	
751,834 84	2,808,353 09	1,948,868 37	864,484 72	52,555 21	917,039 93	
54,856 81	122,224 37	73,951 13	48,273 24	.....	48,273 24
17,268 55	45,468 69	26,147 74	19,340 95	446 11	19,787 06	
181,932 99	666,358 03	599,682 56	66,675 47	23,760 31	90,435 78	
80,941 13	249,636 27	148,081 84	101,554 98	.....	101,554 98
1,301 63	48,127 56	41,576 73	6,550 83	421 89	6,972 72	
1,424 07	9,490 18	9,489 99	19	104 00	104 19	
64,529 15	186,889 35	76,387 59	110,501 76	.....	110,501 76
17,544 18	46,229 82	40,266 49	5,963 33	329 61	6,292 94	
198,209 37	815,893 56	530,041 46	285,852 10	.....	285,852 10
.....	b 5,471 80	7,855 84	d 2,384 04	.....	d 2,384 04
4,136,815 74	8,236,113 85	4,184,245 69	4,051,868 16	.....	4,051,868 16
71,155 78	278,893 42	195,180 25	83,713 17	142 00	83,855 17	
141,533 50	395,319 06	256,654 56	138,664 50	499 94	139,164 44	
5,976 53	671,185 47	681,459 93	d 10,274 46	300 00	d 9,974 46	
156,739 45	986,566 08	739,644 21	246,921 87	.....	246,921 87
1,983,465 16	7,035,358 76	5,112,697 11	1,922,661 65	313,446 04	2,236,107 69	
99,784 60	227,383 41	130,374 28	99,009 13	1,072 26	100,081 39	
1,684 85	16,548 14	11,878 32	5,169 82	.....	5,169 82
12,453 93	41,083 46	27,077 67	14,005 79	325 85	14,331 04	
13,179 27	55,469 65	37,741 13	17,748 52	2,296 69	20,045 21	
27,628 30	54,034 07	27,152 00	26,882 07	257 50	27,139 57	
5,402 10	14,351 45	9,467 83	4,883 62	.....	4,883 62
4,394 79	15,246 60	9,869 59	5,377 01	.....	5,377 01
3,234 44	14,668 82	13,315 03	1,353 79	761 38	2,115 17	
15,968 04	47,232 35	22,808 61	24,423 74	2,193 00	26,616 74	
24,933 15	92,056 97	69,831 00	22,225 97	399 68	22,625 65	
769 13	14,930 46	14,910 64	19 82	.....	19 82
7,568,266 94	22,559,994 96	14,928,377 21	7,631,617 75	595,999 81	8,227,617 56	
d 3,523 29	60,910 69	69,778 01	d 8,867 82	570 26	d 8,297 06	
149,698 83	391,342 89	196,945 18	192,397 71	5,198 54	197,596 25	
i 26,430 19	e 404,970 90	327,891 88	77,079 52	.....	77,079 52
1,593,256 94	4,171,123 48	2,734,416 97	1,437,106 51	193,354 42	1,630,460 93	
.....	4,631 59	2,441 29	2,190 30	.....	2,190 30
209 77	10,206 60	18,037 43	d 7,830 83	.....	d 7,830 83
1,133 35	10,764 13	6,924 80	3,839 83	352 00	4,191 33	
13,142 01	88,589 51	24,668 84	13,921 17	174 00	14,095 17	
36 20	11,771 60	9,435 13	2,336 47	.....	2,336 47
30,516 92	173,505 46	132,376 66	41,128 80	245 26	41,374 06	
35,383 51	304,460 14	264,559 48	39,900 66	.....	39,900 66
241,412 23	954,385 52	735,858 53	218,526 99	.....	218,526 99
14,217,364 37	42,628,911 16	29,714,122 22	12,914,788 94	2,849,714 13	15,764,503 07	

TABLE A —

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operating Income from all sources, for years

"d" denotes

NAME OF ROAD.	1891.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
N. Y. C., H. R. and Fort Orange...	\$2,514 65	\$1,961 37	\$553 28	.....
New York, Chicago and St. Louis ..	6,015,451 55	4,746,144 63	1,229,306 92	\$14,411 66
New York, Lake Erie and Western.	29,263,246 13	19,282,616 55	9,980,629 58	,955,963 52
New York and Massachusetts	41,627 76	52,980 96	d 11,353 20	2,547 62
New York and New England	6,149,246 40	4,133,504 59	2,015,741 81	6,386 18
N. Y., New Haven and Hartford ...	11,323,617 15	7,928,901 66	3,394,715 49	188,364 42
New York and Northern	483,426 08	387,011 82	96,414 76	84 22
New York, Ontario and Western ...	2,809,702 16	2,055,644 22	754,057 94	75,000 00
New York and Rockaway Beach...	233,085 87	186,919 62	46,166 25	3,635 10
New York and Sea Beach	75,214 78	69,260 01	5,954 77	40,286 56
Northern Adirondack	143,281 77	72,383 81	70,897 96	12,060 10
Ogdensburg and Lake Champlain..	800,181 55	586,499 20	213,682 35	7,180 01
Orange County	16,100 27	11,790 54	4,309 73	.....
Owasco River.....	5,031 17	4,933 95	97 22	.....
Penn., Poughkeepsie and Boston...	147,969 14	184,793 47	d 36,804 33	.....
Philadelphia and Reading.....	.....	.....	.....	.....
Port Jervis, Monticello and N. Y...	50,997 14	42,425 78	8,571 36	.....
Prospect Park and Coney Island ...	158,266 73	124,246 98	34,019 75	38,844 18
Rensselaer and Saratoga	2,565,511 87	1,608,316 29	957,195 58	6,681 50
Rochester and Glen Haven	10,363 64	7,938 55	2,425 09	688 88
Rochester, Hornellsville and Lack.	17,785 05	16,132 40	1,652 65	.....
Rochester and Lake Ontario.....	27,964 38	17,468 77	10,495 61	2,040 22
Rome, Watertown & Ogdensburg..	2,724,572 44	1,506,405 95	1,218,166 49	23,666 55
Schoharie Valley	13,136 20	10,047 81	3,088 39	.....
Seneca Electric.....	10,025 18	6,033 42	3,991 76	.....
Seneca Falls and Cayuga Lake.....	c .....	.....	.....	.....
Silver Lake	56,972 19	16,683 97	40,288 22	.....
Skaneateles.....	29,921 68	21,983 05	7,938 63	.....
Southern Central.....	521,919 23	431,780 85	90,138 38	.....
Staten Island Rapid Transit.....	1,030,466 74	684,140 05	346,326 69	.....
Sterling Mountain.....	28,552 32	17,757 23	10,795 09	598 72
Stony Clove and Catskill Mountain.	53,549 78	32,249 03	21,300 75	.....
Syracuse and Baldwinsville.....	c .....	.....	.....	.....
Syracuse, Binghamton & New York	864,240 93	468,982 99	395,257 94	2,044 48
Syracuse, Geneva and Corning.....	669,072 91	491,608 27	177,464 64	.....
Tioga	272,617 61	173,584 04	109,033 57	.....
Tonawanda Valley and Cuba.....	13,555 80	16,315 21	d 2,759 41	2,900 00
Ulster and Delaware.....	376,144 17	236,259 04	139,885 13	.....
United States and Canada.....	7,117 91	14,838 02	d 7,720 11	.....
Wallkill Valley	148,312 96	111,646 66	36,666 30	939 29
Wellsville, Coudersport and P. C...	11,853 41	7,252 62	4,600 79	.....
Western N. Y. and Pennsylvania...	3,562,668 58	2,485,782 39	1,076,886 19	4,074 00
	\$169,012 504 22	\$113,528,346 87	\$55,484,157 35	\$4,965,163 92

ROADS IN OPERATION —

Brooklyn	\$1,746,506 99	\$989,871 68	\$756,635 31	\$12,701 63
Kings County.....	811,069 04	506,242 69	244,826 35	517 30
Manhattan	9,846,709 95	4,975,141 07	4,871,568 88	113,000 00
Sea View	13,733 23	10,376 06	3,357 17	29 63
Suburban Rapid Transit.....	224,415 95	158,946 96	65,468 99	.....
	\$12,642,485 16	\$6,700,578 46	\$5,941,856 70	\$126,248 56

(Continued).

SURFACE STEAM.

ting Expenses, Net Earnings, Income from other sources, and Gross
ending June 30, 1891 and 1892.
deficiency.

	1892.					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.	
\$553 28	\$2,816 84	\$2,417 56	\$398 76	.....	\$398 76
1,243,718 58	6,297,362 35	5,070,637 95	1,226,724 40	\$12,255 59	1,238,979 99	
10,986,593 10	31,692,912 41	21,234,717 87	10,458,195 04	1,028,075 35	11,486,270 39	
d 8,805 58	51,508 85	64,654 00	d 18,145 15	1,449 95	d 11,695 20	
2,022,127 99	6,216,617 26	4,552,441 65	1,664,175 61	6,295 08	1,670,470 64	
3,563,079 91	11,913,701 08	8,273,010 69	3,640,690 39	189,237 96	3,829 928 35	
96,498 98	521,216 80	431,594 88	89,621 92	6,242 93	95,864 85	
829,057 94	3,265,417 19	2,359,845 86	905,572 03	75,025 00	980,597 03	
49,801 85	238,314 18	191,643 31	46,670 87	1,824 99	48,495 86	
46,241 33	71,915 35	70,900 04	1,015 31	44,301 11	45,316 42	
82,958 06	187,359 96	86,368 03	100,991 93	10,031 61	111,023 54	
220,862 36	858,415 98	566,122 47	292,293 51	8,916 80	296,210 31	
4,309 73	17,297 13	11,414 71	5,882 42	.....	5,882 42
97 22	7,308 75	6,706 43	602 32	.....	602 32
d 36,804 83	197,984 60	214,612 79	d 16,628 19	.....	d 16,628 19
.....	f 32,942,216 97	19,774,808 46	13,167,408 51	575,163 69	13,742,572 20	
8,571 36	56,287 63	40,681 65	15,606 03	.....	15,606 03
72,863 93	159,387 34	129,820 19	29,567 16	40,890 52	70,457 68	
963,877 08	2,563,732 15	1,581,604 07	982,123 08	9,545 00	991,673 08	
3,113 92	c .....	.....	.....	.....	.....
1,652 65	31,071 43	33,942 50	d 2,871 07	.....	d 2,871 07
12,535 F3	26,511 16	19,696 94	6,814 22	2,175 75	8,989 97	
1,241,833 04	g .....	.....	.....	.....	.....
8,068 39	16,262 34	13,370 19	2,892 15	.....	2,892 15
3,991 76	10,740 15	6,853 32	3,886 83	310 00	4,196 83	
.....	c .....	.....	.....	.....	.....
40,268 22	26,368 20	11,790 69	14,597 51	41,533 95	56,131 46	
7,988 63	28,324 43	19,969 42	8,355 01	798 82	9,148 83	
90,133 88	e 226,079 06	180,837 24	45,241 82	.....	45,241 82
346,326 69	1,046,631 84	692,391 08	354,240 76	.....	354,240 76
11,393 81	21,269 94	17,650 32	3,619 62	475 50	4,095 12	
21,300 75	55,515 63	30,728 17	24,787 46	.....	24,787 46
.....	8,101 03	8,060 07	40 96	.....	40 96
397,302 42	869,458 05	460,819 14	409,138 91	3,366 11	412,505 02	
177,464 64	805,984 15	556,383 89	249,600 26	.....	249,600 26
109,033 57	350,040 97	174,729 29	175,311 63	.....	175,311 63
140 59	.....	.....	.....	.....	.....
139,895 13	399,866 98	269,671 24	130,195 69	.....	130,195 69
d 7,720 11	8,339 31	11,253 12	d 2,863 81	.....	d 2,863 81
37,605 59	152,795 59	88,103 04	64,692 55	826 46	65,519 01	
4,620 79	21,240 25	10,670 86	10,569 39	.....	10,569 39
1,080,960 19	3,580,155 70	2,398,359 84	1,181,795 86	.....	1,181,795 86
\$60,449,321 27	\$213,998,745 98	\$143,364,445 67	\$70,634,300 31	\$6,375,595 64	\$77,009,895 95	

LEVATED STEAM.

\$769,396 94	\$1,825,326 79	\$1,030,527 67	\$794,799 12	\$9,326 61	\$604,125 73
245,343 65	879,866 63	560,119 48	319,727 15	541 83	320,268 98
4,984,568 88	10,695,978 50	5,425,348 33	5,270,630 17	140,000 00	5,410,630 17
3,336 80	13,730 59	11,028 31	2,702 27	.....	2,702 27
65,463 99	h .....	.....	.....	.....	.....
\$6,068,105 26	\$13,414,922 50	\$7,027,063 79	\$6,387,858 71	\$149,368 44	\$6,537,227 15

TABLE A—

ROADS IN OPERATION—

Comparative Statement of Gross Earnings from Operations, Operating Income from all sources, for years

"d" denotes

NAME OF ROAD.	1891.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Albany	\$188,588 75	\$145,555 47	\$43,033 28	\$162 40
Amsterdam	17,782 75	12,752 59	5,030 16	.....
Atlantic Avenue....	478,052 48	449,768 98	28,283 50	60,252 42
Auburn City	20,185 61	18,416 40	1,719 21	179 97
Babylon	805 95	1,178 71	d 372 76	.....
Binghamton	39,148 18	28,904 82	10,243 36	1,881 78
Binghamton and Port Dickinson ...	12,865 47	11,180 00	1,735 47	.....
Broadway (Brooklyn)	894,673 67	814,192 16	80,481 51	3,233 84
Brooklyn, Bushwick and Queens Co.	62,797 22	82,183 96	d 19,386 74	.....
Brook'n, Bush'k & Queens Co. (Rec.) .....	.....	.....	.....	.....
Brooklyn City	8,566,456 48	7,774,305 75	792,150 73	553 70
Brooklyn City and Newtown	414,675 17	308,703 21	106,171 96	675 00
Brooklyn Heights	n.....	.....	.....	.....
Buffalo	830,684 74	557,294 86	273,449 88	.....
Canandaigua	4,401 56	4,550 78	d 149 22	.....
Central City	11,675 52	7,679 36	3,996 16	276 00
Central Crosstown	521,808 05	362,557 34	159,250 71	3,811 08
Central Park, North and East River.	778,012 75	576,525 15	201,487 60	13,064 89
City of Poughkeepsie	19,580 50	16,209 46	3,371 04	.....
Coney Island and Brooklyn	259,614 18	217,714 26	41,899 87	2,058 55
Cortland and Homer	9,944 60	8,484 96	1,459 64	50 60
Court Street and East End	10,267 25	11,184 41	d 867 16	.....
Crosstown (Buffalo)	934 73	.....	934 73	.....
Deerfield and Utica	4,114 96	3,501 19	613 77	.....
Dry Dock, E. Broadway & Battery.	780,694 60	523,879 96	257,814 64	18,102 85
Dunkirk and Fredonia	11,822 48	6,699 57	5,122 91	539 20
Eighth Avenue	729,305 00	522,752 83	206,552 17	15,988 20
Elmira and Horseheads	50,874 16	38,687 34	12,206 82	893 84
Flushing and College Point	4,575 01	3,225 82	1,349 19	.....
Forty-second St. & Grand St. Ferry.	446,066 32	256,400 78	189,685 54	5,428 33
Forty-second St., Man. & St. Nic. Av.	549,772 25	406,544 10	143,228 15	2,880 65
Frankfort and Ilion	4,095 25	2,850 35	1,244 90	102 00
Fulton and Oswego Falls	3,449 67	4,316 58	d 866 91	.....
Glens Falls, S. Hill & Ft. Edward...	17,569 72	15,291 45	2,278 27	257 50
Harlem Bridge, Morrisania & Ford..	182,781 91	180,964 57	1,817 34	775 00
Herkimer and Mohawk	6,662 63	4,737 68	1,924 95	.....
Houston, W. St. & Pavonia Ferry ...	1,998,596 46	1,361,004 01	647,592 45	7,887 96
Hudson Electric	11,737 84	5,922 42	5,815 42	.....
Huntington	4,905 35	3,224 29	1,681 06	.....
Ithaca	5,846 57	4,283 98	1,062 59	.....
Jamaica and Brooklyn	52,040 36	39,848 74	12,691 62	1,817 92
Jamestown	15,895 89	12,857 22	3,038 67	190 16
Johnstown, Glov'rsville & Kingsboro	6,386 47	5,653 19	733 28	1,757 20
Kingston City	29,996 63	22,729 40	7,267 23	.....
Larchmont	3,319 40	3,021 87	297 53	20 00
Lockport	4,447 34	7,550 38	d 3,103 04	212 74
Long Island City and Newtown	23,186 85	16,630 95	6,555 90	1,500 00
Metropolitan Crosstown .....	.....	.....	.....	.....
Mohawk and Ilion	6,504 82	3,266 79	3,138 03	50 00
Mount Vernon and East Chester....	c.....	.....	.....	.....

GROSS INCOME OF STREET ROADS.

11

(Continued).

SURFACE STREET.

ting Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1891 and 1892.

deficiency.

	1892					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.	
\$43,196 68	\$263,952 69	\$161,111 48	\$102,841 26	\$1,940 24	\$104,781 50	
5,080 16	43,901 95	31,947 30	12,054 65	.....	12,054 65
68,535 92	777,658 67	700,640 64	77,018 28	111,440 79	188,459 02	
1,800 18	34,551 98	25,618 90	6,933 08	330 40	7,263 48	
d 372 76	847 90	1,896 00	d 548 10	.....	d 548 10
12,125 14	45,284 92	31,959 48	13,325 50	1,811 71	14,637 21	
1,735 47	27,491 15	11,637 00	15,854 55	.....	15,854 55
88,715 35	426,775 32	328,184 51	98,640 82	3,966 41	102,607 23	
d 19,386 74	25,876 50	28,640 46	d 4,768 96	.....	d 4,768 96
.....	j 35,721 98	44,640 02	d 9,098 90	.....	d 9,098 99
702,704 48	8,797,995 86	2,615,509 74	671,785 82	50,724 95	922,510 57	
106,846 96	434,758 88	315,238 17	119,515 16	.....	119,515 16
.....	l 13,294 18	8,105 01	5,129 17	300 00	5,429 17	
d 273,440 88	985,195 87	689,589 87	d 295,606 00	23,711 68	d 519,317 68	
149 22	4,231 51	4,425 60	d 194 18	.....	d 194 18
4,272 16	m.....	.....	.....	.....	.....
162,561 79	524,150 55	364,728 33	159,422 22	4,211 75	168,633 97	
214,552 49	818,317 10	591,974 84	226,342 26	13,670 18	234,012 39	
3,371 04	20,617 86	16,856 40	3,761 00	.....	3,761 00
43,938 42	286,405 23	207,171 61	79,233 42	844,57	80,077 99	
1,510 24	10,819 40	8,415 87	1,808 53	.....	1,808 53
d 867 16	11,441 60	12,528 78	d 1,087 16	.....	d 1,087 16
934 78	108,851 15	71,547 86	36,801 30	728 55	37,529 86	
617 77	4,132 40	2,966 12	1,166 28	.....	1,166 28
d 275,417 49	737,800 70	547,508 14	d 190,292 56	13,151 58	d 308,444 14	
5,602 11	14,945 46	8,840 02	6,105 44	229 90	6,399 34	
223,540 47	772,988 35	548,080 48	226,898 92	11,706 79	238,605 71	
18,100 16	70,180 21	55,419 75	14,760 46	2,284 50	17,044 96	
1,849 19	16,823 68	22,948 46	d 6,119 78	.....	d 6,119 78
196,118 87	457,840 52	260,074 91	197,765 61	11,463 81	309,229 42	
146,567 80	614,986 50	461,248 12	153,688 31	2,430 52	156,118 83	
d 1,546 90	3,835 81	2,427 18	1,408 63	98 02	d 1,501 65	
866 91	4,451 62	3,218 61	1,238 21	.....	1,238 21
2,535 77	28,809 84	20,896 28	13,414 56	139 03	13,554 19	
d 2,592 34	178,646 46	161,373 51	17,372 95	.....	d 17,272 95
1,924 95	7,808 48	3,308 30	3,995 18	164 00	4,159 18	
655,480 41	2,261,983 46	1,564,524 10	697,459 36	14,862 75	711,842 11	
5,816 42	18,048 58	10,380 43	7,668 15	.....	7,668 15
1,081 06	6,189 54	3,027 18	3,561 36	.....	3,561 36
1,068 59	5,686 32	4,880 95	1,305 37	.....	1,305 37
14,509 54	68,777 68	47,909 64	20,868 04	743 50	21,611 54	
3,226 83	52,677 84	51,251 52	1,426 32	662 60	2,088 92	
3,490 48	15,420 11	11,667 06	3,853 03	98 00	3,951 03	
7,267 23	31,906 01	22,767 71	9,038 30	.....	9,038 30
d 317 58	3,209 75	3,021 81	187 94	.....	d 187 94
2,800 80	n.....	.....	.....	.....	.....
8,065 90	23,980 96	22,836 14	1,644 22	2,866 20	4,510 42	
.....	159,589 44	107,067 45	59,481 99	.....	59,481 99
8,186 08	6,548 45	3,524 99	3,023 40	119 01	8,142 47	
.....	16,161 30	14,185 55	1,975 75	.....	1,975 75

TABLE

ROADS IN OPERATION —

*Comparative Statement of Deductions from Gross Income (Interest,
June 30,*

"d" denotes

NAME OF ROAD.	. 1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
Addison and Pennsylvania	\$36,147 11	.....	\$1,200 63	\$37,347 74
Adirondack .....	.....	.....	5,591 22	5,591 22
Albany and Susquehanna .....	.....	\$987,250 64	150,017 89	1,137,268 53
Allegheny and Kinzua	12,729 15	.....	400 43	13,129 58
Attica and Freedom .....	.....	.....	.....	.....
Bath and Hammondsport.....	11,583 79	.....	1,126 20	12,709 99
Boston and Albany	662,900 00	78,000 00	589,941 55	1,330,841 55
Bradford, Eldred and Cuba.....	34,979 07	.....	938 05	35,917 12
Brooklyn, Bath and West End.....	29,792 26	.....	3,917 44	33,709 70
Brooklyn and Brighton Beach.....	36,280 86	.....	39,418 74	75,699 10
Brooklyn and Rockaway Beach....	4,340 00	.....	1,233 39	5,573 39
Buffalo, Rochester and Pittsburgh..	512,198 52	.....	165,174 03	677,372 55
Carthage and Adirondack.....	60,671 63	.....	4,179 39	64,851 07
Catskill Mountain.....	2,500 00	2,700 00	3,234 75	8,434 75
Central New England and Western..	95,112 68	73,862 57	18,147 16	187,122 41
Chateaugay.....	.....	12,000 00	2,760 99	14,760 99
Chautauqua Lake.....	1,321 32	.....	6,135 04	7,456 36
Clove Branch.....	.....	.....	893 14	893 14
Connecting Terminal.....	25,000 00	.....	8,617 27	33,617 27
Cooperstown and Charlotte Valley..	8,915 85	.....	2,593 22	11,509 07
Corning, Cowanesque and Antrim..	.....	150,000 00	9,962 17	159,962 17
Dansville and Mt. Morris.....	.....	.....	.....	.....
Delaware, Lackawanna & Western..	.....	2,141,662 67	162,583 22	2,304,245 89
Dunkirk, Allegany Val'y & Pittsb'h	.....	.....	10,492 91	10,492 91
Elmira, Cortland and Northern.....	49,978 62	18,000 00	23,062 59	91,061 21
Elmira and Lake Ontario.....	.....	.....	42,516 95	42,516 95
Elmira and Williamsport.....	.....	151,500 00	29,600 75	181,100 75
Fitchburg	889,284 26	274,980 00	215,927 27	1,380,191 53
Fonda, Johnstown and Gloversville	83,035 00	.....	11,430 97	44,465 97
Grand View Beach.....	960 00	.....	12 60	972 60
Greenwich and Johnsonville .....	.....	.....	1,093 09	1,093 09
Herkimer, Newport and Poland....	2,656 93	.....	1,526 11	4,183 04
Island.....	24,000 00	.....	6,381 48	30,381 48
Kaaterskill.....	4,554 41	.....	638 77	5,193 18
Kanona and Prattsburgh.....	.....	.....	367 73	367 73
Keesv., Aus. Chasm & Lake Cham..	1,950 00	.....	522 32	2,472 32
Kinderhook and Hudson.....	1,875 00	.....	225 99	2,100 99
Lake Champlain and Moriah .....	.....	.....	4,040 24	4,040 24
Lackawanna and Pittsburgh .....	.....	.....	.....	.....
Lake Shore and Michigan Southern..	3,218,465 00	537,352 40	495,902 16	4,251,719 56
Lebanon Springs.....	.....	.....	239 16	239 16
Lehigh and Hudson River.....	111,143 07	.....	4,852 58	115,995 65
Lehigh Valley .....	.....	.....	39,735 01	39,735 01
Long Island.....	553,234 35	175,582 38	181,276 59	910,093 32
Mahopac Falls.....	0 .....	.....	.....	.....
Marine.....	.....	.....	555 30	555 30
Middleburgh and Schoharie	1,080 00	.....	490 14	1,570 14
Middletown, Unionv. & Water Gap..	20,000 00	.....	2,047 75	22,047 75
Mount McGregor	3,000 00	.....	1,197 68	4,197 68
Newburgh, Dutchess and Conn.....	15,451 03	.....	6,102 15	21,553 18
New Jersey and New York	29,000 04	11,400 00	3,399 11	43,799 15
New York and Canada.....	.....	236,521 80	68,717 42	305,239 22
New York Central and Hudson Riv..	3,854,968 11	4,452,100 24	2,260,997 47	10,568,065 82

B.

SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

		1892.			
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
d \$7,512 11	\$29,884 81	.....	\$822 46	\$30,707 27	\$14,842 26
46,274 24	.....	.....	5,410 75	5,410 75	38,272 73
396,305 92	.....	\$987,573 87	189,044,74	1,176,618 11	505,053 03
10,541 81	14,350 51	.....	1,072 90	15,423 41	d 11,601 00
.....	a 812 50	.....	55 37	867 87	d 1,656 00
2,153 70	11,072 41	.....	1,136 57	12,208 98	1,121 47
1,667,571 47	517,066 67	78,000 00	601,895 15	1,196,961 82	1,865,066 97
d 35,697 12	33,617 23	.....	934 88	34,552 11	d 37,019 64
d 14,948 56	31,093 45	.....	5,080 18	36,173 63	d 32,973 42
d 28,132 23	38,001 44	.....	43,924 08	81,926 12	d 43,478 06
25,434 59	5,711 67	.....	2,040 79	7,752 46	17,587 67
74,463 29	542,491 32	.....	180,954 18	723,445 45	193,594 48
d 9,994 26	61,567 68	.....	5,695 69	67,263 37	d 18,990 13
8,883 80	2,500 00	2,700 00	2,795 56	7,995 56	11,791 50
d 5,189 42	725 12	60,807 04	30,000 00	91,532 16	d 1,096 38
66,180 74	.....	12,000 00	32,651 56	15,261 56	86,293 37
d 6,154 73	2,683 64	.....	3,518 54	6,202 18	770 54
1,080 93	.....	.....	376 35	376 35	d 272 16
30,911 88	25,500 00	.....	7,860 03	32,860 05	77,641 71
6,085 11	8,844 60	.....	1,548 98	10,893 58	d 4,100 64
38,247 20	.....	150,000 00	17,855 01	167,855 01	117,997 09
.....	b	.....	.....	.....	d 2,384 04
1,832,569 85	.....	2,174,996 00	223,080 65	2,398,676 65	1,653,191 51
60,662 87	.....	.....	9,780 76	9,780 76	74,074 41
50,771 29	49,653 74	18,000 00	19,920 34	87,574 08	51,590 36
d 86,540 42	.....	.....	31,085 55	31,085 55	d 41,060 01
d 24,362 30	.....	151,500 00	14,273 47	165,772 47	81,149 40
553,274 33	964,063 65	260,990 00	224,081 39	1,449,125 04	786,982 65
55,318 03	32,817 00	.....	10,752 26	43,569 26	56,512 13
912 25	11,920 00	.....	591 00	12,511 00	d 7,341 18
11,360 84	.....	.....	1,047 29	1,047 29	13,284 35
8,996 23	48 00	.....	1,377 21	1,425 21	18,620 00
d 2,553 18	24,000 00	.....	12,099 04	36,098 04	d 8,958 47
208 92	4,680 00	.....	702 60	5,382 60	d 498 98
4,027 06	.....	.....	642 54	642 54	4,734 47
762 12	1,950 00	.....	641 80	2,591 80	d 476 63
13,867 06	17,325 00	.....	7,874 30	25,199 30	1,417 44
20,892 91	.....	.....	3,587 41	3,587 41	19,038 24
769 13	.....	.....	300 54	300 54	d 280 72
3,386,567 38	3,196,127 50	600,510 21	513,179 19	4,309,816 90	3,917,800 66
d 3,762 45	562 50	.....	841 09	1,403 59	d 9,700 65
33,703 18	128,178 96	.....	7,320 37	135,499 33	62,096 92
66,165 20	e	.....	3,151 58	3,151 58	73,927 94
733,163 62	585,590 13	178,604 33	243,092 92	1,007,277 38	623,183 55
.....	.....	.....	.....	.....	2,190 30
345 53	.....	.....	809 94	809 94	d 8,640 77
436 79	1,080 00	.....	455 55	1,535 55	2,655 78
8,905 74	20,000 00	.....	1,936 86	21,936 86	d 7,841 69
4,253 88	3,000 00	.....	1,241 62	4,241 62	d 1,905 15
8,963 74	17,827 28	.....	6,449 48	23,776 76	17,597 30
8,415 64	29,000 04	11,400 00	3,161 57	48,561 61	d 3,660 95
63,826 99	.....	296,197 60	74,666 49	310,764 09	d 92,237 10
3,649,228 55	3,987,818 13	5,308,703 64	1,989,349 91	11,220,871 68	4,533,631 39

TABLE B—
ROADS IN OPERATION—
*Comparative Statement of Deductions from Gross Income (Interest,
June 30,
"d" denotes*

NAME OF ROAD.	1901.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
N. Y. C. Hud. River and Ft. Orange.			\$32 17	\$32 17
New York, Chicago and St. Louis ..	\$782,510 00		220,060 88	1,011,570 88
New York, Lake Erie and Western.	5,180,497 86	\$4,089,278 28	1,007,439 63	10,227,215 66
New York and Massachusetts			9,150 85	9,150 85
New York and New England	1,089,248 40	356,023 51	354,406 23	1,799,578 13
N. Y., New Haven and Hartford....	80,000 00	984,060 50	616,923 87	1,550,983 37
New York and Northern	60,000 00		41,832 54	101,832 54
New York, Ontario and Western...	458,984 97	100,955 71	99,727 94	798,618 62
New York and Rockaway Beach ...	38,600 00		2,738 39	41,338 39
New York and Sea Beach	15,900 02		3,960 47	19,861 09
Northern Adirondack			35,211 79	35,211 79
Ogdensburg and Lake Champlain..	230,085 28	4,083 23	29,671 17	263,739 77
Orange County			735 17	735 17
Owasco River	493 54		479 59	973 04
Penn., Poughkeepsie and Boston...	194,075 92		60,048 96	254,118 88
Philadelphia and Reading				
Port Jervis, Monticello & N. York..	25,087 68		3,687 98	28,725 66
Prospect Park and Coney Island....	70,469 31	13,000 00	2,522 75	85,992 06
Rensselaer and Saratoga		940,718 00	159,375 62	1,100,093 62
Rochester and Glen Haven	8,047 00		1,225 63	9,272 63
Rochester, Hornellsville and Lack..			624 92	624 92
Rochester and Lake Ontario			1,783 37	1,783 37
Rome, Watertown and Ogdensburg	442,898 03	234,760 99	101,419 36	788,587 38
Schoharie Valley	2,400 00		400 63	2,800 63
Seneca Electric	2,400 00		232 67	2,632 67
Seneca Falls and Cayuga Lake.....				
Silver Lake	12,067 96		757 83	12,815 81
Skaneateles	684 00		834 56	1,518 56
Southern Central	199,312 63		18,523 34	217,835 97
Staten Island Rapid Transit.....	193,650 69	20,600 00	23,600 00	237,850 69
Sterling Mountain	1,568 28		822 50	2,390 78
Stony Clove and Catskill Mountain.	10,560 54		1,843 56	12,404 10
Syracuse and Baldwinsville				
Syracuse, Binghamton, and N. Y. .	137,630 00		37,218 13	174,848 13
Syracuse, Geneva and Cornlog		323,024 30	9,547 90	332,572 20
Tioga	50,475 00	14,794 00	2,439 04	67,708 04
Tonawanda Valley and Cuba				
Ulster and Delaware	72,284 58		21,268 17	93,552 75
United States and Canada	11,384 54		3,163 83	14,548 37
Wallkill Valley	27,124 00		5,546 79	32,670 79
Wellsville, Coudersport & Pine Creek	900 00			900 00
Western, N. Y. and Pennsylvania...	1,520,502 06		86,831 51	1,607,333 57
			*6,087,549 96	
			1,427,472 92	
	\$21,204,315 48	\$16,354,120 41	\$7,515,022 88	\$45,133,458 77

* Taxes.

(Continued).

SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$581 11	.....	.....	\$19 88	\$19 88	\$378 88
232,148 90	\$778,300 00	.....	248,091 04	1,026,891 04	212,588 95
709,377 14	5,101,896 73	\$4,222,528 44	1,158,059 99	10,481,985 16	1,004,285 23
d 17,965 4	1,680 00	.....	9,636 70	11,816 70	d 23,011 90
222,554 84	1,097,987 03	475,476 51	287,074 08	1,860,587 62	d 190,066 98
1,902,096 51	80,000 00	981,684 54	605,962 92	1,667,647 46	2,162,280 89
d 5,833 78	137,785 41	.....	47,589 05	185,874 46	d 89,509 61
109,497 22	495,702 41	176,584 81	101,290 58	778,577 75	207,019 28
8,422 96	38,600 00	.....	3,408 55	42,008 55	6,487 81
2,890 24	15,834 04	.....	5,279 65	21,118 69	24,202 73
47,748 27	16,680 00	.....	23,815 21	40,485 21	70,588 83
d 42,877 41	230,042 85	3,500 00	30,609 59	264,152 44	32,057 87
8,574 56	.....	.....	683 88	683 88	5,198 54
d 875 82	539 76	.....	452 69	992 45	d 390 13
d 290,923 21	175,648 59	.....	61,543 88	287,192 47	d 253,820 66
.....	f 6,448,288 54	6,811,229 66	599,341 98	13,358,860 18	383,712 02
d 20,154 23	25,730 91	.....	3,799 50	29,530 41	d 13,924 88
d 18,128 13	73,188 83	13,000 00	4,079 98	90,218 26	d 19,760 58
d 186,216 54	.....	1,006,097 99	172,785 87	1,178,883 86	d 187,210 78
d 3,158 91	c	.....	.....	.....	.....
1,027 73	.....	.....	543 34	543 34	d 3,414 41
10,752 46	.....	.....	1,516 44	1,516 44	7,473 53
473,245 66	g	.....	.....	.....	.....
287 76	2,400 00	.....	308 48	2,708 48	188 67
1,859 09	2,400 00	.....	345 97	2,745 97	1,450 86
.....	c	.....	.....	.....	.....
27,472 91	11,990 70	.....	922 65	12,913 35	43,218 11
6,420 07	1,167 00	.....	896 95	2,063 95	7,084 88
d 127,787 59	e 71,875 00	.....	3,286 42	74,661 42	d 20,419 60
48,476 00	196,881 58	80,600 00	24,000 00	301,431 58	52,809 18
9,013 08	.....	.....	698 60	698 60	3,896 52
8,891 65	10,500 00	.....	1,882 76	12,382 76	12,404 70
.....	3,293 50	.....	655 73	3,949 23	d 3,906 27
222,464 39	137,610 00	.....	39,500 68	177,120 68	285,384 34
d 55,107 56	.....	268,661 88	8,970 76	277,632 14	d 28,031 88
41,325 58	50,475 00	14,794 00	5,798 25	71,067 25	104,244 43
140 59	a	.....	.....	.....	.....
46,332 40	69,650 00	.....	18,268 82	87,918 82	42,276 87
d 21,267 98	11,979 01	.....	2,347 76	14,326 77	d 17,190 58
4,984 80	17,500 00	.....	5,416 29	22,916 20	42,602 72
3,700 79	1,235 00	.....	351 35	1,586 35	8,983 04
526,398 38	1,540,396 80	.....	86,772 87	1,627,169 67	d 445,373 81
			*\$6,264,158 96		
			1,765,222 14		
5,315,862 50	\$27,246,668 17	\$23,781,029 52	\$8,029,881 10	\$59,067,073 79	\$17,952,822 16

* Taxes.

TABLE B—

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,
June 30,*

"d" denotes

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines	Taxes and miscel- laneous.	Total deductions.
Brooklyn.....	\$507,474 17	\$105,500 00	\$12,605 70	\$625,579 87
Kings County.....	186,501 87	2,000 00	5,548 70	194,045 07
Manhattan	1,897,494 02	10,000 00	480,488 50	2,887,982 52
Sea View	1,650 00	.....	1,064 70	2,714 70
Suburban Rapid Transit.....	.....	.....	22,785 61	22,785 61
			*\$522,822 00 116 21	
	\$2,598,119 56	\$117,500 00	\$522,438 21	\$3,238,057 77

* Taxes

SURFACE

Albany	\$26,038 51	.....	\$7,089 42	\$33,128 93
Amsterdam.....	4,500 00	.....	101 04	4,601 04
Atlantic Avenue.....	68,028 07	.....	19,125 72	82,153 79
Auburn City.....	.....	.....	243 43	243 43
Babylon .....	.....	.....	.....	.....
Binghamton	10,920 00	.....	1,038 78	11,958 78
Binghamton and Port Dickinson ..	.....	\$3,000 00	.....	3,000 00
Broadway (Brooklyn).....	17,500 00	.....	15,461 81	32,961 81
Brooklyn, Bushwick & Queens Co.	15,000 00	.....	1,220 10	16,220 10
B'klyn, Bushw'k & Queens Co. (Rec.)	.....	.....	.....	.....
Brooklyn City	126,578 79	.....	175,629 11	302,208 90
Brooklyn City and Newtown	68,657 76	.....	12,008 80	75,661 56
Brooklyn Heights.....	d.....	.....	.....	.....
Buffalo	151,877 67	.....	21,282 38	173,160 05
Canandaigua	1,200 00	.....	200 51	1,400 51
Central City .....	.....	.....	1,000 77	1,000 77
Central Crostown.....	15,000 00	63,800 00	41,882 08	120,182 08
Central Park, North and East River	84,000 00	.....	42,762 88	126,762 88
City of Poughkeepsie	577 90	.....	585 86	1,163 26
Coney Island and Brooklyn	30,907 74	.....	9,960 73	40,868 47
Cortland and Homer .....	.....	.....	517 24	517 24
Court Street and East End .....	.....	.....	405 84	405 84
Crostown (Buffalo).....	.....	.....	109 83	109 83
Deerfield and Utica	545 27	.....	87 27	632 54
Dry Dock, E. Broadway and Battery	127,800 00	.....	42,362 40	170,162 40
Dunkirk and Fredonia.....	54 87	.....	780 48	785 30
Eighth Avenue	60,000 00	.....	35,108 90	95,108 90
Elmira and Horseheads	16,417 50	.....	1,429 10	17,846 60
Flushing and College Point	681 31	.....	.....	681 31
Forty-sec'd St & Grand St. Ferry..	16,520 00	.....	35,208 82	51,728 82
Forty-sec'd St., Man. & St. Nic. Av.	77,087 23	.....	43,881 06	120,918 29
Frankfort and Ilion .....	.....	.....	210 24	210 24
Fulton and Oswego Falls.....	900 00	.....	100 56	1,000 56
Glens Falls, S. Hill and Ft. Edward.	1,440 00	.....	646 58	2,086 58
Harlem Bridge, Morr'a & Fordham.	4,296 00	.....	7,528 69	11,824 69
Herkimer and Mohawk.....	.....	.....	422 61	422 61
Houston, West St. & Pavonia Ferry.	33,495 00	443,750 00	187,710 98	664,955 98
Hudson Electric.....	2,000 00	.....	58 68	2,058 68
Huntington	1,354 00	.....	18 49	1,372 49
Ithaca	1,200 00	.....	108 62	1,308 62

(Continued).

ELEVATED STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$143,757 07	\$681,275 02	.....	\$30,100 36	\$661,875 38	\$142,750 35
51,208 58	217,732 86	\$2,000 00	87,964 91	257,697 77	62,571 21
2,596,586 36	1,907,052 22	10,000 00	497,865 15	2,414,917 37	2,995,712 80
672 10	1,328 47	.....	813 26	2,141 73	560 54
42,733 88	h.....	.....	.....	.....	.....
\$2,885,047 49	\$2,757,885 57	\$12,000 00	*\$566,743 68	\$3,386,132 25	\$3,201,594 90

* Taxes.

STREET.

\$10,072 75	\$36,855 92	\$8,826 00	\$14,588 66	\$59,215 58	\$45,565 92
429 12	4,500 00	.....	578 74	5,078 74	6,975 91
6,882 13	106,157 56	.....	27,826 75	133,963 81	54,475 71
1,655 75	17,291 44	.....	443 56	17,735 00	d 10,471 57
d 372 76	.....	.....	.....	.....	d 548 10
171 36	8,074 70	.....	1,394 78	9,469 48	5,167 73
d 1,164 53	.....	3,300 00	.....	3,300 00	12,554 55
50,753 54	17,500 00	.....	15,602 56	33,102 56	69,504 67
d 35,606 84	i 4,809 79	.....	419 24	5,229 03	d 9,992 09
.....	j 8,773 54	.....	870 75	9,644 29	d 18,743 28
490,501 53	246,872 04	.....	151,662 88	398,534 92	523,975 65
31,185 40	61,175 87	.....	11,102 56	72,778 43	47,236 73
.....	5,089 04	.....	733 97	5,823 01	d 393 84
100,289 83	254,068 74	.....	36,307 18	290,395 92	28,921 76
d 1,549 73	1,200 00	.....	178 30	1,378 30	d 1,567 48
3,271 39	m.....	.....	.....	.....	.....
42,379 76	15,000 00	63,300 00	42,167 09	120,467 09	43,166 88
87,739 66	84,000 00	.....	18,185 58	102,185 58	132,726 81
2,207 78	600 00	.....	619 99	1,219 99	2,741 07
3,069 96	34,103 50	.....	12,475 55	46,579 05	33,498 94
903 00	.....	.....	474 82	474 82	1,328 71
d 1,273 00	.....	.....	344 35	344 35	d 1,431 51
824 90	17,044 84	.....	7,468 36	24,513 20	18,016 65
d 18 77	603 06	.....	106 24	709 32	426 96
105,255 09	194,300 00	.....	43,686 40	168,486 40	34,957 74
4,876 81	905 72	.....	762 67	1,668 39	4,730 95
127,431 57	60,000 00	.....	38,042 01	98,042 01	140,563 70
d 4,746 44	20,022 55	.....	2,195 73	22,218 28	d 5,173 32
687 88	5,568 83	.....	1,111 59	6,680 42	d 12,800 20
143,285 05	16,520 00	.....	48,911 38	65,481 38	143,798 04
24,649 51	77,083 33	.....	56,467 56	133,550 80	22,567 94
1,136 66	.....	.....	199 91	199 91	1,301 74
1,867 47	900 00	.....	94 89	994 89	243 32
449 19	6,469 86	.....	911 93	7,381 79	6,172 40
9,232 35	5,302 50	.....	8,385 20	13,687 70	3,585 25
1,502 34	.....	.....	428 83	428 83	3,730 35
9,475 52	33,495 00	453,063 33	183,132 76	669,711 09	42,131 02
3,756 74	2,400 00	.....	575 84	2,975 84	4,692 31
313 57	1,304 00	.....	202 92	1,506 92	1,054 44
246 04	1,200 00	.....	28 43	1,228 43	76 94

TABLE B—

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,
June 30,*

"d" denotes

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous	Total deductions.
Jamaica and Brooklyn	\$19,750 00	.....	\$107 11	\$19,857 11
Jamestown	1,500 00	.....	471 99	1,971 99
Johnstown, Glov. and Kingsboro...	50 00	.....	586 65	645 65
Kingston City	1,910 00	.....	886 77	2,806 77
Larchmont .....	.....	.....	157 90	157 90
Lockport	1,424 24	.....	128 58	1,552 82
Long Island City and Newtown	12,000 00	.....	821 79	12,821 79
Metropolitan Crosstown .....	.....	.....	.....	.....
Mohawk and Illion .....	.....	.....	287 92	287 92
Mount Vernon and East Chester ...	c.....	.....	.....	.....
Newburgh	7,580 45	.....	468 37	8,048 82
New Rochelle Ry. and Transit Co..	.....	.....	.....	.....
New York and Harlem .....	.....	.....	27,069 83	27,069 83
Niagara Falls & Suspension Bridge.	.....	.....	866 60	866 60
Ninth Avenue .....	.....	.....	25,751 73	25,751 73
North and East Greenbush	1,235 50	.....	208 82	1,439 32
Ogdensburg .....	.....	.....	183 70	183 70
Olean .....	.....	.....	274 59	274 59
Oneida	158 61	.....	209 51	368 12
Oneida Street (Utica) .....	.....	.....	48 95	48 95
Oneonta	1,104 91	.....	2,244 39	3,349 30
Oswego	375 00	.....	207 90	582 90
Pelham Park	1,980 00	.....	722 50	2,652 50
People's (Syracuse)	18,400 00	.....	3,218 91	21,618 91
Prospect P'k & Con. Isd. (City Div.)..	250 00	\$21,000 00	7,886 41	29,066 41
Prospect Park and Flatbush	900 00	.....	107 18	1,007 18
Rochester	154,500 00	.....	26,184 91	180,684 91
Rochester Electric .....	.....	.....	1,902 07	1,902 07
Rockaway Village .....	.....	1,250 00	.....	1,250 00
Rome	7,656 52	.....	316 52	7,973 04
Saratoga Electric	4,250 00	.....	.....	4,250 00
Schenectady	1,800 00	.....	167 75	1,967 75
Sea Cliff Inclined Cable	120 00	.....	130 00	250 00
Second Avenue	90,499 92	.....	50,893 57	141,393 49
Sixth Avenue	20,000 00	.....	48,000 00	68,000 00
South Brooklyn Central	17,925 00	.....	2,512 55	20,437 55
Steinway and Hunter's Point	30,420 31	1,751 93	3,365 71	35,537 94
Stillwater and Mechanicville	1,023 42	.....	288 08	1,261 50
Syracuse Consolidated	55,988 78	.....	3,586 39	59,575 17
Syracuse and Onondaga .....	.....	.....	592 50	592 50
Syracuse Eastw'd H'ts & DeWitt...	.....	.....	.....	.....
Third Avenue	188,809 36	.....	78,144 72	266,954 08
Tonawanda Electric	n .....	.....	.....	.....
Troy City	2,880 00	.....	746 70	3,126 70
Troy and Lansingburgh	19,668 30	6,850 00	7,787 07	33,755 37
Twenty-third Street	26,350 00	62,500 00	59,490 52	148,340 52
Utica Belt Line	28,238 61	15,000 00	2,246 90	45,485 51

(Continued).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.						
Net income from all sources.		Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
d	\$5,347 57	\$20,750 00	.....	\$790 02	\$21,540 02	\$71 52
	1,256 84	1,500 00	.....	1,022 70	2,522 70	d 433 78
	1,844 83	50 00	.....	544 83	594 83	3,356 20
	4,460 46	1,910 00	.....	875 90	2,785 90	6,252 40
	150 63	.....	.....	86 42	86 42	101 52
d	4,443 12	n.....	.....	.....	.....	.....
d	4,65 89	13,500 00	.....	1,216 16	14,716 16	d 10,205 74
.....	.....	30,000 00	.....	15,261 24	45,261 24	7,220 75
.....	2,900 11	.....	.....	331 26	381 26	2,811 21
.....	.....	.....	.....	721 06	721 06	1,254 69
d	8,331 20	6,047 86	.....	380 45	6,428 31	d 5,630 76
d	2,414 99	c.....	.....	.....	.....	.....
	279,369 62	.....	.....	33,864 82	33,864 82	302,556 62
	3,849 68	3,210 00	.....	1,208 86	4,448 86	4,603 14
	24,497 72	.....	.....	11,554 20	11,554 20	15,805 73
d	4,905 57	o.....	.....	.....	.....	.....
d	550 64	.....	.....	117 37	117 37	60 38
	1,716 75	77 88	.....	274 15	352 03	2,313 24
	355 74	119 24	.....	214 13	333 37	490 68
	653 85	.....	.....	23 45	23 45	297 73
d	9,431 24	636 05	.....	99 44	735 49	d 2,345 29
d	1,758 21	3,200 00	.....	155 01	3,355 01	1,626 71
	1,402 89	2,494 67	.....	430 31	2,924 98	736 66
	2,833 96	36,800 00	.....	4,480 03	41,280 03	d 7,460 99
d	7,323 99	p.....	.....	.....	.....	.....
d	448 92	q.....	.....	.....	.....	.....
	38,211 82	169,755 74	.....	33,290 27	203,055 01	68,364 51
	5,265 14	.....	.....	1,793 02	1,793 02	14,055 33
	24 98	1,250 00	.....	54 99	1,304 99	d 452 26
d	9,278 60	7,702 72	.....	126 64	7,829 36	d 7,687 13
d	4,613 86	n.....	.....	.....	.....	.....
d	1,195 65	13,500 00	.....	411 70	13,911 70	2,40 64
d	294 91	80 00	.....	115 08	195 08	89 40
	74,609 87	90,499 92	.....	42,250 00	132,749 92	84,831 21
	164,663 71	.....	.....	31,116 76	31,116 76	90,627 86
d	1,245 60	p.....	.....	.....	.....	.....
d	44,011 25	s 32,974 23	\$1,751 92	2,497 52	37,223 67	d 33,412 11
	130 22	1,045 00	.....	237 11	1,282 11	558 56
	896 76	66,051 94	.....	5,322 17	71,374 11	d 17,426 72
	901 93	m.....	.....	.....	.....	.....
	307 09	n.....	.....	.....	.....	.....
	351,411 99	177,800 00	.....	86,806 90	264,106 90	318,094 99
.....	.....	r.....	.....	34 00	340 00	d 563 12
	3,084 83	2,380 00	.....	1,578 65	3,958 65	3,885 79
	143,037 85	17,222 85	6,350 00	8,775 20	32,348 05	158,329 93
	110,392 96	25,000 00	62,500 00	69,173 61	156,673 61	91,957 01
i	20,760 98	.....	.....	2,303 19	2,303 19	29,247 37

TABLE B—
ROADS IN OPERATION—
*Comparative Statement of Deductions from Gross Income (Interest,
June 30,
" d " denotes*

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
Utica and Mohawk	\$3,759 73	.....	\$369 64	\$4,129 37
Van Brunt Street and Erie Basin....	1,500 00	.....	1,111 62	2,611 62
Watertown .....	.....	.....	.....	.....
Watervliet Turnpike and Railroad..	26,865 67	.....	4,505 82	30,871 49
Yonkers .....	.....	.....	310 10	310 10
			*\$938,676 22 182,908 14	
	\$1,704,391 95	\$617,901 92	\$1,071,579 36	\$3,393,873 23

* Taxes.

(For foot notes see Table A, corresponding notes.)

(Concluded).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.
deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$518 44	\$4,755 26	.....	\$559 89	\$5,814 65	\$793 22
10,688 57	1,500 00	.....	913 67	2,413 67	13,580 46
1,018 37	5,867 95	.....	255 82	6,113 77	4,624 87
d 23,759 82	o, t 21,142 93	.....	4,504 89	25,707 82	d 4,071 88
d 416 65	.....	.....	.....	.....	2,140 58
			*\$1,039,500 74		
			55,275 61		
\$2,254,866 56	\$2,037,556 09	\$598,611 25	\$1,094,776 35	\$3,730,943 69	\$2,513,509 13

* Taxes.

TABLE

ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.				
	DIVIDENDS DE- CLARED		Miscel- laneous.	Total payments.	Surplus.
	Rate.	Amount.			
Addison and Pennsylvania.....					
Adirondack					\$46,274 24
Albany and Susquehanna.....					898,305 92
Allegheny and Kinzua					10,541 81
Attica and Freedom					
Bath and Hammondsport.....					2,158 70
Boston and Albany	8	\$1,600,000 00		\$1,600,000 00	67,571 47
Bradford, Eldred and Cuba....					
Brooklyn, Bath and West End..					
Brooklyn and Brighton Beach..					
Brooklyn and Rockaway B'ch..					25,434 59
Buffalo, Roch. and Pittsburg..			\$566 41	566 41	78,895 88
Carthage and Adirondack					
Catskill Mountain					8,888 80
Cent. New England & Western					
Chateaugay					66,180 74
Chautauqua Lake.....					
Clove Branch					1,080 98
Connecting Terminal	6	1,200 00		1,200 00	29,711 88
Cooperst'n & Charlotte Valley..					6,085 11
Corn'g, Cowanesque & Antrim					33,247 20
Dansville and Mt. Morris.....					
Delaware, Lack. & Western ...					1,832,569 85
Dunkirk, All'y Val'y & Pittsb'g					60,662 87
Elmira, Cortland & Northern..					50,771 29
Elmira and Lake Ontario.....					
Elmira and Williamsport					
Fitchburg.....	3 1/4	562,749 70		562,749 70	
Fonda, Johnstown & G'ville ...	10	30,000 00		30,000 00	25,318 03
Grand View Beach.....					912 25
Greenwich and Johnsonville...	12	14,160 00		14,160 00	
Herkimer, Newport & Poland ..					8,996 23
Island					
Kaaterskill.....					208 92
Kanona and Prattsburgh					4,037 06
Keesv., Aus.Chasm & Lk.Cham.					762 12
Kinderhook and Hudson.....					18,887 06
Lake Champlain and Moriah ..	10	20,000 00		20,000 00	812 91
Lackawanna and Pittsburgh....					769 13
Lake Shore & Michigan South..		3,268,672 50		3,268,672 50	67,894 88
Lebanon Springs					
Lehigh and Hudson River.....					33,703 18
Lehigh Valley.....					
Long Island.....	4	480,000 00		480,000 00	258,168 62
Mahopac Falls.....					
Marine					
Middleburgh and Schoharie ...					
Middlet'n, Union. & Water Gap					
Mount McGregor.....					
Newburgh, Dutchess and Conn					8,963 74
New Jersey and New York					
New York and Canada					
N. Y. Central & Hudson River..	4	3,577,182 00		3,577,182 00	72,166 55
N. Y. C., Hud. R. & Ft. Orange.					531 11
New York, Chicago & St. Louis.	3 1/4	175,000 00	93,748 10	268,748 10	

C.

SURFACE STEAM.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

1892.						
Deficiency.	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
\$7,512 11					\$14,842 26	
					38,272 78	
					505,053 08	
						\$11,601 00
						1,656 00
					1,121 47	
		\$1,800,000 00		\$1,800,000 00	65,066 97	
35,697 12						37,019 64
14,948 86						32,973 42
28,182 28						43,478 06
					17,587 67	
	5	150,000 00		150,000 00	43,594 48	
9,994 26						18,990 13
					11,791 50	
5,189 42						1,096 38
					86,293 37	
6,154 73					770 54	
						272 16
	6	1,200 00		1,200 00	76,441 71	
						4,100 64
					117,997 09	
						2,384 04
					1,653,191 51	
			\$137,885 33	137,885 33		63,810 92
					51,590 36	
						41,060 01
36,540 42					81,149 40	
24,362 30					137,745 05	
9,475 37	4	649,237 60		649,237 60	26,512 13	
	10	30,000 00		30,000 00		7,341 18
2,779 16	8	9,440 00		9,440 00	3,844 35	
					18,620 00	
2,553 18						8,958 47
						498 98
					4,734 47	
						476 63
					1,417 44	
	10	20,000 00		20,000 00		961 76
						230 72
		3,268,672 50	611,433 61	3,880,106 11	37,094,55	
3,762 45						9,700 65
					62,096 92	
66,165 20					73,927 94	
	5	600,000 00		600,000 00	23,183 55	
					2,190 30	
345 53						8,640 77
436 79					2,655 78	
8,905 74						7,841 69
4,233 98						1,905 15
					17,597 30	
8,415 64						3,660 96
63,826 99						92,237 10
	5	4,471,415 00		4,471,415 00	62,216 39	
					378 88	
36,599 90	3	150,000 00	99,940 50	249,940 50		37,351 55

TABLE

ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.				
	DIVIDENDS DE- CLARED		Miscel- laneous.	Total payments.	Surplus.
	Rate.	Amount.			
Addison and Pennsylvania.....
Adirondack	\$46,274 24
Albany and Susquehanna.....	896,305 92
Allegheny and Kinzua	10,541 81
Attica and Freedom
Bath and Hammondsport.....	2,153 70
Boston and Albany	8	\$1,600,000 00	.....	\$1,600,000 00	67,571 47
Bradford, Eldred and Cuba....
Brooklyn, Bath and West End..
Brooklyn and Brighton Beach..
Brooklyn and Rockaway B'ch..	25,434 59
Buffalo, Roch. and Pittsburg..	\$566 41	566 41	78,895 88
Carthage and Adirondack
Catskill Mountain	8,838 80
Cent. New England & Western
Chateaugay	66,180 74
Chautauqua Lake.....
Clove Branch	1,030 93
Connecting Terminal	6	1,200 00	.....	1,200 00	29,711 88
Cooperst'n & Charlotte Valley..	6,035 11
Corn'g, Cowanesque & Antrim	83,247 20
Dansville and Mt. Morris.....b
Delaware, Lack. & Western	1,832,569 85
Dunkirk, All'y Val'y & Pittsb'g	60,662 87
Elmira, Cortland & Northern..	50,771 29
Elmira and Lake Ontario.....
Elmira and Williamsport
Fitchburg.....	3 1/4	562,749 70	.....	562,749 70	.....
Fonda, Johnstown & G'ville ...	10	30,000 00	.....	30,000 00	25,318 03
Grand View Beach.....	912 25
Greenwich and Johnsonville... 12	12	14,160 00	.....	14,160 00	.....
Herkimer, Newport & Poland	8,996 23
Island
Kaaterskill.....	208 92
Kanona and Prattsburgh	4,027 06
Keesv., Aus. Chasm & Lk. Cham.	762 12
Kinderhook and Hudson.....	18,887 06
Lake Champlain and Moriah .. 10	10	20,000 00	.....	20,000 00	892 91
Lackawanna and Pittsburgh....	769 13
Lake Shore & Michigan South..	3,268,672 50	.....	3,268,672 50	67,694 88
Lebanon Springs
Lehigh and Hudson River.....	33,703 18
Lehigh Valley..... e
Long Island.....	4	480,000 00	.....	480,000 00	253,163 62
Mahopac Falls.....
Marine
Middleburgh and Schoharie
Middlet'n, Union. & Water Gap
Mount McGregor.....
Newburgh, Dutchess and Conn	8,963 74
New Jersey and New York
New York and Canada
N. Y. Central & Hudson River. 4	4	3,577,132 00	.....	3,577,132 00	72,166 55
N. Y. C., Hud. R. & Ft. Orange..	531 11
New York, Chicago & St. Louis. 3 1/4	3 1/4	175,000 00	93,748 10	268,748 10	.....

C.

SURFACE STEAM.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

Deficiency.	1892.					Deficiency.
	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.	
	Rate.	Amount.				
\$7,512 11					\$14,842 26	
					58,272 78	
					505,068 08	
						\$11,601 00
						1,656 00
					1,121 47	
		\$1,800,000 00		\$1,800,000 00	65,066 97	
25,697 12						37,019 64
14,948 85						32,973 42
26,182 23						45,478 06
					17,587 67	
	5	150,000 00		150,000 00	43,594 48	
9,994 26						18,990 13
5,189 42					11,791 50	
						1,096 38
					86,228 37	
6,154 73					770 54	
	6	1,200 00		1,200 00		272 16
					76,441 71	
						4,100 64
					117,907 09	
						2,384 04
					1,658,191 51	
			\$137,886 33	137,886 33		63,810 92
					51,590 26	
26,540 42						41,000 01
24,802 20					81,148 40	
9,473 87	4	649,237 60		649,237 60	137,745 05	
	10	20,000 00		20,000 00	26,512 13	
						7,841 16
2,779 16	8	9,440 00		9,440 00	3,844 35	
					18,620 00	
2,558 18						8,958 47
						495 98
					4,784 47	
						476 63
	10	20,000 00		20,000 00	1,417 44	
						961 76
						290 72
		3,903,672 50	611,433 61	3,890,106 11	37,004,57	
3,702 45						9,700 65
					62,096 22	
66,165 30					73,927 94	
	5	600,000 00		600,000 00	23,183 55	
					2,190 80	
345 53						6,540 77
426 79					2,655 78	
6,905 74						7,841 69
4,223 78						1,905 15
					17,697 30	
3,415 84						3,000 26
63,326 99						92,227 10
	5	4,471,415 00		4,471,415 00	62,216 39	
					378 88	
26,699 90	3	150,000 00	90,940 50	249,940 50		37,351 55

TABLE C —
ROADS IN OPERATION —
Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.				
	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.
	Rate.	Amount.			
N. Y., Lake Erie and Western					\$709,877 24
New York and Massachusetts					
New York and New England ..	7	\$189,000 00		\$189,000 00	88,554 86
N. Y., New Haven & Hartford.	10	1,865,000 00		1,865,000 00	87,076 54
New York and Northern					
New York, Ontario & Western					100,489 82
New York & Rockaway Beach					8,462 96
New York and Sea Beach					26,890 94
Northern Adirondack					47,746 87
Ogdensburg and Lake Cham... ..					
Orange County					3,574 56
Owasco River					
Penn., Poughkeepsie & Boston					
Philadelphia and Reading					
Port Jervis, Monticello & N. Y.					
Prospect Park & Coney Island					
Rensselaer and Saratoga					
Rochester and Glen Haven					
Rochester, Hornellsv'e & Lack					1,087 73
Rochester and Lake Ontario... ..	10	6,500 00		6,500 00	4,252 46
Rome, Watertown and Ogd... ..	6	859,514 00	\$124 11	859,638 11	113,607 55
Schoharie Valley					287 76
Seneca Electric					1,859 09
Seneca Falls & Cayuga Lake. c					
Silver Lake					27,472 91
Skaneateles	4	3,112 00		3,112 00	3,808 07
Southern Central					
Staten Island Rapid Transit					48,476 00
Sterling Mountain					9,013 03
Stony Clove and Catskill M't'n. ..	5	6,200 00		6,200 00	2,691 65
Syracuse and Baldwinsville... c					
Syracuse, Binghamton & N. Y. ..	8	200,000 00		200,000 00	22,464 29
Syracuse, Geneva and Corning					
Tioga					41,825 53
Tonawanda Valley & Cuba ... a					140 59
Ulster and Delaware					46,332 40
United States and Canada					
Wallkill Valley					4,984 80
Wellsville, Coud'p't & Pine Ck.					8,700 79
Western, New York & Penn					
		\$12,358,240 20	\$94,438 62	\$12,452,678 82	\$4,500,454 71
					1,637,271 03
				Net surplus..	\$2,863,183 93
ELEVATED					
Brooklyn					\$143,757 07
Kings County					51,298 58
Manhattan		\$1,620,000 00		\$1,620,000 00	976,586 86
Sea View					672 10
Suburban Rapid Transit					42,783 88
		\$1,620,000 00		\$1,620,000 00	\$1,215,047 49

(Continued).

SURFACE STEAM.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

		1892.				
Deficiency.	DIVIDENDS DE-CLARED.		Miscel-laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
\$17,965 43					\$1,004,285 28	\$23,011 90
	3 1/2	\$243,775 00		\$243,775 00		433,841 98
5,883 56	5	2,103,750 00		2,103,750 00	58,530 89	89,509 61
					207,019 28	
					6,487 31	
					24,202 73	
					70,588 33	
42,877 41					32,057 87	
					5,198 54	
875 82						390 13
290,923 21						253,820 66
			\$982,096 53	982,096 53		598,884 51
20,154 23						13,924 38
13,123 13						19,760 58
136,216 54						187,210 78
3,158 91						
	15	9,750 00		9,750 00		3,414 41
						2,276 47
					188 67	
					1,450 86	
					43,218 11	
	4	3,112 00		3,112 00	3,972 88	
127,767 59						29,419 60
					52,809 18	
	5	6,200 00		6,200 00	3,396 52	
					6,204 70	
	8	200,000 00		200,000 00		3,908 27
53,107 56					35,384 34	
					104,244 43	28,031 88
					42,276 87	
21,207 98						17,190 58
	6	3,750 00		3,750 00	42,602 72	
526,398 38					5,283 04	
						445,873 81
\$1,687,271 08		\$13,720,302 10	\$1,831,355 97	\$15,551,658 07	\$4,988,931 64	\$2,587,767 55
					2,587,767 55	
				Net surplus..	\$2,401,164 09	
STEAM.						
					\$142,750 35	
	6	\$1,800,000 00		\$1,800,000 00	62,571 21	
					1,195,712 80	
					560 54	
		\$1,800,000 00		\$1,800,000 00	\$1,401,594 90	

TABLE C —

ROADS IN OPERATION —

Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.				
	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments	Surplus.
	Rate.	Amount.			
Albany.....					\$10,072 75
Amsterdam.....					429 12
Atlantic Avenue.....	6	\$60,000 00		\$60,000 00	
Auburn City.....					1,655 75
Babylon.....					
Binghamton.....					171 86
Binghamton & Port Dickinson.....					
Broadway (Brooklyn).....		39,375 00		39,375 00	11,378 54
Brookl'n, Bushw. & Queens Co. i.....					
Br'kl'n, Bush. & Q'ns Co. (Rec.) j.....					
Brooklyn City.....	8	480,000 00		480,000 00	10,501 58
Brooklyn City and Newtown... ..	3	30,000 00		30,000 00	1,185 40
Brooklyn Heights.....ln					
Buffalo.....	6	12,000 00		12,000 00	88,289 88
Canandaigua.....					
Central City.....m					3,271 39
Central Crosstown.....	7	42,000 00		42,000 00	379 76
Central Park, N. & East River.....	4	72,000 00		72,000 00	15,749 66
City of Poughkeepsie.....	1½	1,194 76		1,194 76	1,013 02
Coney Island and Brooklyn.....					8,069 95
Cortland and Homer.....	5	2,000 00		2,000 00	
Court Street and East End.....					
Crosstown (Buffalo).....					824 90
Deerfield and Utica.....	6	720 00		720 00	
Dry Dock, E. B'w'y & Battery.....	8	96,000 00		96,000 00	9,255 09
Dunkirk and Fredonia.....	8	4,560 00		4,560 00	316 81
Eighth Avenue.....	9	90,000 00		90,000 00	37,431 57
Elmira and Horseheads.....					
Flushing and College Point.....					667 88
Forty-s'd St. & Gr'd St. Ferry..	16	119,680 00		119,680 00	23,705 05
F'ty-s'd St., Man. & St. Nic. Ave.					24,649 51
Frankfort and Ilion.....	10	1,427 50		1,427 50	
Fulton and Oswego Falls.....					
Glens Falls, S. Hill & Ft. Ed... ..					449 19
Har. B'ge, M'sania & F'd'hain.....					
Herkimer and Mohawk.....	16	2,720 00		2,720 00	
Houst., West St. & Pav. Ferry.....					
Hudson Electric.....					8,758 74
Huntington.....					318 57
Ithaca.....					
Jamaica and Brooklyn.....					
Jamestown.....					1,256 84
Johnstown, Glov. & Kingsboro.....	2½	1,250 00		1,250 00	594 83
Kingston City.....	10	5,000 00		5,000 00	
Larchmont.....					159 68
Lockport.....n					
Long Island City and Newtown.....					
Metropolitan Crosstown.....					
Mohawk and Ilion.....	16	2,400 00		2,400 00	500 11
Mt. Vernon & East Chester...c					
Newburgh.....					
New Rochelle Ry. & Tr'nsit Co. c.....					
New York and Harlem.....	2½	250,000 00		250,000 00	29,869 62
Niagara Falls & Susp. Bridge..	10	4,400 00		4,400 00	
Ninth Avenue.....					24,497 72

(Continued).

SURFACE STREET.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

1892.						
Deficiency.	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
.....	6	\$45,000 00	.....	\$45,000 00	\$565 92	.....
.....	1	2,500 00	.....	2,500 00	4,475 91	.....
\$53,617 87	6	68,794 75	.....	68,794 75	.....	\$14,319 04
.....	.....	.....	.....	.....	.....	10,471 57
372 76	.....	.....	.....	.....	.....	546 10
.....	.....	.....	.....	.....	5,167 73	.....
1,264 53	.....	.....	.....	.....	12,554 55	.....
.....	8	42,000 00	.....	42,000 00	27,504 67	.....
35,606 84	.....	.....	.....	.....	.....	9,992 99
.....	.....	.....	.....	.....	.....	18,743 28
.....	8	480,000 00	.....	480,000 00	43,975 65	.....
.....	4	40,000 00	.....	40,000 00	7,236 73	.....
.....	.....	.....	.....	.....	.....	393 84
.....	.....	.....	.....	.....	28,921 76	.....
1,549 73	.....	.....	.....	.....	.....	1,567 48
.....
.....	7	42,000 00	.....	42,000 00	1,166 88	.....
.....	4 3/4	85,500 00	.....	85,500 00	47,226 81	.....
.....	.....	2,005 62	.....	2,005 62	785 45	.....
.....	.....	.....	\$7,418 00	7,418 00	26,080 94	.....
1,007 00	8	1,200 00	.....	1,200 00	128 71	.....
1,273 00	.....	.....	.....	.....	.....	1,481 51
.....	.....	.....	.....	.....	13,016 65	.....
788 77	.....	.....	.....	.....	426 96	.....
.....	5	60,000 00	.....	60,000 00	.....	25,042 26
.....	.....	.....	.....	.....	4,780 95	.....
.....	10	100,000 00	.....	100,000 00	40,563 70	.....
4,746 44	.....	.....	.....	.....	.....	5,173 32
.....	.....	.....	.....	.....	.....	12,800 20
.....	16	119,680 00	.....	119,680 00	24,118 04	.....
.....	.....	.....	.....	.....	22,567 94	.....
290 84	10	1,427 50	.....	1,427 50	.....	125 76
1,867 47	.....	.....	.....	.....	243 82	.....
.....	.....	.....	.....	.....	6,172 40	.....
9,232 35	.....	.....	.....	.....	3,585 25	.....
1,217 66	24	4,080 00	.....	4,080 00	.....	349 65
9,475 52	.....	.....	.....	.....	42,131 02	.....
.....	6	3,000 00	.....	3,000 00	1,692 31	.....
.....	3	900 00	.....	900 00	154 41	.....
246 04	.....	.....	.....	.....	76 94	.....
5,847 57	.....	.....	.....	.....	71 52	.....
.....	.....	.....	.....	.....	.....	483 78
.....	8	1,500 00	.....	1,500 00	1,856 20	.....
539 54	10	5,000 00	.....	5,000 00	1,252 40	.....
.....	.....	.....	.....	.....	101 52	.....
4,443 12	.....	.....	.....	.....	.....	.....
4,765 89	.....	.....	.....	.....	.....	10,206 74
.....	.....	.....	.....	.....	7,220 75	.....
.....	16	2,400 00	.....	2,400 00	411 21	.....
.....	.....	.....	.....	.....	1,254 69	.....
8,331 20	.....	.....	.....	.....	.....	5,630 76
2,414 99	.....	.....	.....	.....	.....	.....
.....	2 1/2	250,000 00	.....	250,000 00	52,556 62	.....
550 82	8.5	5,384 00	.....	5,384 00	.....	780 86
.....	1 1/2	11,427 00	.....	11,427 00	8,878 78	.....

TABLE

ROADS IN OPERATION —

*Statement of Payments made by Lessee Companies for Rentals of
June 30,*

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	Year ending June 30, 1891.	Year ending June 30, 1892.
Boston and Albany: Foreign roads.....	\$78,000 00	\$78,000 00
Catskill Mountain: Cairo.....	2,700 00	2,700 00
Central New England and Western: Hartford and Connecticut Western.....	78,862 57	60,807 04
Chateaugay (Railroad): Chateaugay (Railway).....	12,000 00	12,000 00
Delaware and Hudson Canal Company: Albany and Susquehanna.....	987,250 64	987,573 37
New York and Canada.....	236,521 80	236,097 60
Rensselaer and Saratoga.....	940,718 00	1,006,097 99
Delaware, Lackawanna and Western: Cayuga and Susquehanna.....	54,600 00	54,600 00
Greene.....	26,000 00	26,000 00
New York, Lackawanna and Western.....	1,580,666 67	1,614,000 00
Oswego and Syracuse.....	182,896 00	182,896 00
Utica, Chenango and Susquehanna Valley.....	240,000 00	240,000 00
Valley.....	57,500 00	57,500 00
Elmira, Cortland and Northern: Canastota Northern.....	18,000 00	18,000 00
Fall Brook Coal Company: Corning, Cowanesque and Antrim.....	150,000 00	150,000 00
Syracuse, Geneva and Corning.....	223,024 30	268,661 38
Fitchburg: Troy and Bennington.....	15,400 00	15,400 00
Foreign roads.....	259,580 00	245,580 00
Lake Shore and Michigan Southern: Foreign roads.....	537,352 40	600,510 21
Long Island: New York, Brooklyn and Manhattan Beach.....	95,980 00	95,980 00
Other roads.....	79,602 38	82,624 33
New Jersey and New York: New Jersey and New York Extension.....	11,400 00	11,400 00
New York Central and Hudson River: Carthage, Watertown and Sacketts Harbor.....	11,055 28	39,138 95
Dunkirk, Allegheny Valley and Pittsburgh.....	223,000 00	88,262 72
New York and Harlem.....	1,660,300 00	1,660,300 00
New Jersey Junction.....	68,000 00	68,000 00
Niagara Falls Branch.....	5,174 73	17,237 50
Oswego and Rome.....	13,158 61	44,584 37
Rome, Watertown and Ogdensburg.....	293,950 54	1,021,637 30
Spuyten Duyvil and Port Morris.....	81,098 00	81,098 00
Troy and Greenbush.....	19,730 20	19,730 20
Utica and Black River.....	76,618 58	263,000 25
West Shore.....	2,000,014 35	2,000,014 35
New York, Lake Erie and Western: Avon, Genesee and Mt. Morris.....	13,600 00	13,600 00
Buffalo, Bradford and Pittsburgh.....	40,600 00	40,600 00
Buffalo, New York and Erie.....	238,100 00	238,100 00
Buffalo and Southwestern.....	149,404 80	143,963 81
Goshen and Deckertown.....	19,035 00	19,035 00
Lockport and Buffalo.....	21,000 00	21,000 00
Middletown and Crawford.....	10,500 00	10,500 00
Montgomery and Erie.....	16,000 00	16,000 00
Newburgh and New York.....	12,500 00	12,500 00
New York, Pennsylvania and Ohio.....	2,195,851 17	2,232,516 24
Northern of New Jersey.....	117,221 66	121,404 45
Rochester and Genesee Valley.....	34,012 00	34,012 00
Suspension Bridge and Erie Junction.....	81,457 94	94,088 15
Foreign roads.....	1,069,925 81	1,224,902 79
New York and New England: Foreign road.....	356,223 51	475,476 51

RENTALS PAID FOR LEASED LINES.

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D.

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1891 and 1892.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.
.....	.....	.....	.....	\$78,000 00	\$78,000 00
\$1,500 00	\$1,500 00	\$1,194 00	\$1,194 00	.....	6 00
35,000 00	35,000 00	35,867 57	35,807 04	.....	.....
12,000 00	12,000 00	.....	.....	.....	.....
741,350 84	741,573 37	345,000 00	345,000 00	1,000 00	1,000 00
396,581 80	396,097 60	.....	.....	.....	.....
140,000 00	140,000 00	781,976 00	847,355 88	16,742 00	16,742 00
.....	.....	58,019 90	54,800 00	1,580 10	.....
14,000 00	14,000 00	12,000 00	12,000 00	.....	.....
1,080,666 87	1,114,000 00	500,000 00	500,000 00	.....	.....
64,000 00	64,000 00	118,886 00	118,886 00	.....	.....
.....	.....	340,000 00	340,000 00	.....	.....
30,000 00	30,000 00	37,500 00	37,500 00	.....	.....
18,000 00	18,000 00	.....	.....	.....	.....
.....	.....	150,000 00	150,000 00	.....	.....
85,457 23	84,819 68	106,000 00	106,841 16	80,557 06	.....
2,790 00	2,580 00	9,048 00	9,048 00	3,562 00	3,772 00
.....	.....	.....	.....	259,580 00	245,580 00
.....	.....	.....	.....	587,362 40	600,510 21
77,300 00	76,320 00	18,180 00	17,680 00	.....	.....
.....	.....	.....	.....	79,602 36	82,694 88
4,300 00	7,300 00	7,300 00	4,300 00	.....	.....
.....	.....	.....	.....	11,065 28	39,128 26
308,000 00	38,262 72	19,500 00	.....	500 00	.....
840,300 00	840,300 00	800,000 00	800,000 00	30,000 00	30,000 00
.....	.....	5,174 73	17,500 00	68,000 00	68,000 00
19,158 51	44,500 00	.....	.....	.....	437 50
176,828 10	508,140 91	118,372 44	297,780 00	3,750 00	84 37
.....	.....	79,190 00	79,190 00	1,978 00	55,716 89
.....	.....	19,230 00	19,230 00	1,978 00	1,978 00
29,274 18	99,000 00	46,012 70	155,510 00	480 30	480 30
2,000,000 00	2,000,000 00	.....	.....	1,320 66	8,390 25
.....	.....	.....	.....	14 35	14 35
40,000 00	40,000 00	13,500 00	13,500 00	100 00	100 00
166,800 00	166,800 00	66,500 00	66,500 00	.....	.....
90,000 00	90,000 00	42,465 00	51,901 87	5 000 00	5,000 00
14,790 00	14,790 00	4,345 00	4,345 00	16,988 80	2,068 14
11,900 00	11,900 00	.....	.....	.....	.....
4,680 00	2,970 00	5,499 00	6,721 00	9,100 00	9,100 00
8,525 00	8,525 00	6,750 00	6,750 00	891 00	899 00
12,660 00	12,500 00	.....	.....	726 00	725 00
1,139,177 08	1,214,684 82	.....	.....	1,067,873 84	1,017,681 62
48,165 00	48,405 00	40,000 00	40,000 00	22,066 66	23,885 45
.....	.....	22,312 00	22,312 00	700 00	700 00
70,000 00	70,000 00	.....	.....	11,457 94	24,098 16
.....	.....	.....	.....	1,069,965 81	1,234,908 79
.....	.....	.....	.....	366,262 51	475,476 51

TABLE D —
ROADS IN OPERATION —
*Statement of Payments made by Lessee Companies for Rentals of
June 30,*

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	Year ending June 30, 1891.	Year ending June 30, 1892.
New York, New Haven and Hartford: Harlem River and Portchester	\$170,000 00	\$170,000 00
Foreign roads.....	814,060 50	811,684 54
New York, Ontario and Western: Ontario, Carbondale and Scranton	91,185 71	97,884 81
Utica, Clinton and Binghamton and Rome and Clinton	75,000 00	75,000 00
Wharton Valley	8,770 00	8,750 00
Northern Central: Elmira and Williamsport	151,500 00	151,500 00
Ogdensburg and Lake Champlain: Saratoga and St. Lawrence.....	4,088 82	3,500 00
Philadelphia and Reading: Foreign roads.....	.....	6,811,229 66
Prospect Park and Coney Island: New York and Coney Island.....	10,000 00	10,000 00
Prospect Park and South Brooklyn.....	8,000 00	8,000 00
Rome, Watertown and Ogdensburg: Carthage, Watertown and Sackett's Harbor	28,911 09	.....
Niagara Falls Branch.....	12,080 28	.....
Oswego and Rome.....	16,419 34	.....
Utica and Black River.....	167 859 30	.....
Staten Island Rapid Transit: Staten Island	80,600 00	80,600 00
Tioga: Elmira State Line.....	2,044 00	2,044 00
Foreign road	12,750 00	12,750 00
	\$16,854,120 41	\$23,781,029 52

SURFACE		
Albany: Watervliet .....	.....	\$8,226 00
Atlantic Avenue: Prospect Park and Coney Island.....	\$21,000 00	.....
Binghamton and Port Dickinson, (H. L. Osborne, lessee): Binghamton and Port Dickinson.....	8,000 00	3,300 00
Central Crosstown: Christopher and Tenth Street.....	68,800 00	68,000 00
Houston, West Street and Pavonia Ferry: Broadway Surface....	106,250 00	106,250 00
Broadway and Seventh Avenue.....	820,000 00	820,000 00
Ninth Avenue.....	.....	9,833 82
South Ferry.....	17,500 00	17,500 00
Rockaway Village (Hickey & Pearsall, lessees): Rockaway Village	1,250 00	.....
Steinway and Hunter's Point: Riker Avenue and Sanford's Point.....	1,751 92	1,751 92
Troy and Lansingburgh: Lansingburgh and Cohoes.....	1,050 00	1,050 00
Troy and Cohoes.....	8,500 00	8,500 00
Waterford and Cohoes.....	1,800 00	1,800 00
Twenty-third Street : Bleecker Street and Fulton Ferry	62,500 00	62,500 00
Utica Belt Line: Utica, Clinton and Binghamton (city division)	15,000 00	.....
	\$617,901 92	\$598,611 25

(Concluded).

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1891 and 1892.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.
\$170,000 00	\$170,000 00	.....	.....	.....	.....
.....	.....	.....	.....	\$814,060 50	\$811,684 54
75,000 00	75,000 00	.....	.....	16,185 71	22,884 81
50,000 00	50,000 00	\$23,595 09	\$25,000 00	1,404 91	.....
.....	.....	.....	.....	8,770 00	8,750 00
88,500 00	84,981 00	57,000 00	55,800 00	6,000 00	10,719 00
.....	.....	.....	.....	4,083 82	8,500 00
.....	.....	.....	.....	.....	6,311,229 66
.....	.....	10,000 00	10,000 00	.....	.....
.....	.....	8,000 00	8,000 00	.....	.....
.....	.....	.....	.....	28,911 09	.....
.....	.....	12,080 26	.....	.....	.....
.....	.....	.....	.....	16,419 34	.....
109,810 85	.....	54,879 09	.....	8,169 36	.....
21,000 00	21,000 00	56,000 00	56,000 00	8,600 00	8,600 00
.....	.....	2,044 00	2,044 00	.....	.....
.....	.....	.....	.....	12,750 00	12,750 00
\$7,904,005 73	\$8,291,339 84	\$8,831,616 78	\$4,291,046 46	\$4,618,497 90	\$11,198,643 23

STREET.

.....	.....	.....	.....	.....	\$8,326 00
\$21,000 00	.....	.....	.....	.....	.....
.....	.....	.....	\$1,583 69	\$3,000 00	1,716 81
11,300 00	\$11,300 00	\$52,000 00	52,000 00	.....	.....
106,250 00	106,250 00	.....	.....	.....	.....
110,000 00	110,000 00	210,000 00	210,000 00	.....	.....
.....	.....	.....	9,833 83	.....	.....
17,500 00	17,500 00	.....	.....	.....	.....
1,250 00	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,751 92	1,751 92
.....	.....	1,050 00	1,050 00	.....	.....
.....	.....	8,500 00	8,500 00	.....	.....
.....	.....	1,750 00	1,750 00	50 00	50 00
49,000 00	49,000 00	18,500 00	18,500 00	.....	.....
.....	.....	.....	.....	15,000 00	.....
\$316,300 00	\$294,050 00	\$281,800 00	\$292,717 02	\$19,801 92	\$11,844 23

TABLE E.—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Harlem River and Port Chester.	\$3,066,700 17	.....	\$80 00	\$3,066,780 17
Hartford and Conn. Western...	3,295,615 48	\$186,772 05	.....	3,482,387 48
Herkimer, Newport and Poland Island	652,744 91	1,000 00	84,296 81	688,041 72
Kaaterskill	605,500 00	.....	2,521 45	608,021 45
.....	176,871 67	.....	11,066 49	187,438 16
Kanona and Prattsburgh.....	143,927 85	.....	1,325 44	145,253 29
Keesv., Aus. Chasm & Lk. Cham	58,612 94	.....	3,488 06	62,101 00
Kinderhook and Hudson	587,852 68	178,600 00	80 50	711,483 18
Lackawanna and Pittsburgh ...	.....	.....	3,849 29	3,849 29
Lake Champlain and Moriah ...	456,928 44	.....	53,884 12	510,812 56
Lake Shore & Michigan South..	84,000,000 00	20,722,957 88	6,480,700 55	111,203,658 43
Lebanon Springs .....	.....	.....	15,840 56	15,840 56
Lehigh and Hudson River.....	3,112,567 20	350,000 00	363,027 87	3,825,594 57
Lehigh Valley.....	20,861,098 25	851,250 00	.....	21,712,348 25
Long Island	23,476,311 72	3,570,401 71	983,711 65	27,980,425 08
Lockport and Buffalo	368,975 07	.....	29,346 77	398,321 84
Mahopac Falls.....	100,112 50	.....	2,190 30	102,302 80
Marine.....	90,841 68	.....	1,565 93	92,407 56
Mechanicville and Fort Edward.	54,998 07	.....	.....	54,998 07
Middleburgh and Schoharie	103,000 00	.....	2,448 99	105,448 99
Middletown and Crawford.....	193,854 11	.....	4,394 52	197,748 63
Middletown, Unionville & W. G.	350,476 47	.....	373 00	350,849 47
Montgomery and Erie	327,000 00	.....	1,264 19	328,264 19
Mount McGregor	556,907 47	.....	600 08	557,507 55
Newburgh, Dutchess and Conn.	2,612,870 71	1,223 47	55,940 17	2,670,034 35
New Jersey and New York	2,863,578 78	571,400 00	36,089 80	3,471,018 58
New Jersey & N. Y. Extension.	180,000 00	.....	.....	180,000 00
N. Y.. Brooklyn & Man. Beach.	1,868,520 21	500,000 00	6,246 59	2,374,766 80
New York and Canada	8,485,226 23	.....	.....	8,485,226 23
New York Cen. & Hudson River.	153,585,294 48	19,869,715 31	11,806,777 69	184,761,787 48
N. Y. C., Hud. Riv. & Ft. Orange	5,000 00	8,000 00	878 88	13,878 88
N. Y. Central & Niagara River.	28,100 00	.....	.....	28,100 00
New York, Chicago & St. Louis.	49,701,356 85	154,000 00	1,369,797 34	51,225,153 99
New York and Coney Island....	100,019 02	.....	944 87	100,963 89
New York and Harlem	23,600,967 11	6,000 00	1,250,920 03	24,857,887 14
N. Y. Lackawanna & Western.	32,042,861 61	.....	.....	32,042,861 61
N. Y.. Lake Erie and Western..	168,597,139 40	8,415,793 21	5,374,564 89	182,387,496 00
New York and Long Beach.....	591,000 00	.....	.....	591,000 00
New York and Massachusetts..	1,473,295 64	.....	179,690 12	1,652,985 76
New York and New England...	40,009,015 03	99,900 00	1,929,998 44	42,038,913 47
New York, New Haven & Hart.	27,696,567 30	1,974,956 88	1,328,740 92	31,000,265 10
New York and Northern	13,502,314 29	10,500 00	96,805 17	13,609,619 46
New York, Ontario & Western.	65,915,110 63	8,080,830 00	2,118,608 71	71,114,044 34
New York, Penn. and Ohio.....	162,227,016 55	97,000 00	1,159,610 31	163,483,626 86
New York & Rockaway Beach .	2,757,578 89	.....	37,414 08	2,794,992 97
New York and Sea Beach	867,863 05	5,000 00	157,816 75	1,030,679 80
Niagara Falls Branch.....	243,756 00	.....	6,244 00	250,000 00
Northern Adirondack	1,245,461 09	18,331 77	188,977 19	1,452,770 05
Northern of New Jersey.....	1,654,592 91	.....	227,891 64	1,882,484 55
Nyack and Northern	249,586 36	.....	.....	249,586 36
Ogdensburg and Lake Cham ...	7,568,089 44	413,538 88	567,737 09	8,549,315 41
Ont., Carbondale & Scranton...	3,547,803 29	.....	10,556 35	3,558,359 64
Orange County.....	401,674 72	.....	.....	401,674 72
Oswego and Rome.....	964,400 00	10,600 00	.....	975,000 00
Oswego and Syracuse	2,470,413 91	.....	.....	2,470,413 91

(Continued).

SURFACE STEAM.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$42,250 00	\$3,000,000 00	\$24,580 17	\$3,066,780 17	.....	.....
2,683,100 00	700,000 00	59,597 99	3,442,697 99	.....	\$10,810 51
500,000 00	.....	178,566 61	678,566 61	\$9,475 11	.....
200,000 00	400,000 00	81,829 89	681,829 89	.....	23,808 44
100,000 00	60,000 00	85,600 01	195,600 01	.....	8,161 85
12,000 00	.....	128,518 82	140,518 82	4,784 47	.....
30,710 00	80,000 00	3,159 54	68,869 54	.....	1,768 54
170,000 00	875,000 00	145, 27 71	690,127 71	21,875 47	.....
.....	.....	3,360 88	3,360 88	488 41	.....
200,000 00	.....	.....	200,000 00	310,812 56	.....
50,000,000 00	45,516,000 00	4,296,888 82	99,742,888 82	11,460,769 61	.....
.....	.....	24,868 08	24,868 08	.....	9,027 52
1,340,000 00	2,044,120 00	441,199 75	3,825,319 75	574 82	.....
5,900,000 00	15,000,000 00	312,848 25	21,212,848 25	.....	.....
12,000,000 00	18,966,402 88	978,563 92	26,944,966 80	1,085,458 28	.....
128,200 00	170,000 00	9,901 50	308,101 50	90,220 84	.....
100,000 00	.....	.....	100,000 00	2,802 80	.....
50,000 00	.....	21,085 95	71,085 95	21,871 61	.....
10,000 00	.....	44,998 07	54,998 07	.....	.....
85,000 00	18,000 00	230 00	103,230 00	2,218 99	.....
122,200 00	66,000 00	888 00	189,088 00	8,715 63	.....
149,850 00	400,000 00	79,121 98	628,971 98	.....	278,122 51
150,000 00	170,500 00	6,500 00	327,000 00	1,264 19	.....
500,000 00	50,000 00	20,282 98	570,282 98	.....	12,725 43
1,100,000 00	1,890,500 00	86,019 79	2,576,519 79	98,514 56	.....
2,800,000 00	570,000 00	90,984 46	3,390,984 46	80,034 12	.....
60,000 00	120,000 00	.....	180,000 00	.....	.....
1,000,000 00	1,888,000 00	1,470 00	2,884,470 00	.....	9,708 20
4,000,000 00	4,000,000 00	485,226 23	8,485,226 23	.....	.....
89,429,300 00	68,077,883 83	13,896,805 39	171,412,488 72	13,359,848 76	.....
10,000 00	.....	3,000 00	13,000 00	878 88	.....
28,100 00	.....	.....	28,100 00	.....	.....
20,000,000 00	19,575,000 00	1,484,884 19	51,059,884 19	165,769 50	.....
100,000 00	.....	.....	100,000 00	983 89	.....
10,000,000 00	12,005,000 00	53,772 96	22,058,772 96	2,799,114 18	.....
10,000,000 00	21,850,000 00	692,861 61	32,042,861 61	.....	.....
85,968,600 00	77,648,885 10	9,211,770 45	172,819,255 55	9,568,242 45	.....
391,000 00	200,000 00	.....	591,000 00	.....	.....
1,014,000 00	24,000 00	531,897 09	1,569,897 09	83,088 67	.....
23,685,000 00	17,218,835 00	1,967,534 25	42,871,369 25	.....	832,455 78
23,375,000 00	2,000,000 00	1,677,549 11	26,992,549 11	4,007,715 99	.....
9,000,000 00	4,400,000 00	303,590 95	13,703,590 95	.....	98,971 49
58,119,962 84	10,634,000 00	1,895,180 72	70,149,163 56	964,880 78	.....
44,999,750 00	115,999,259 25	2,218,742 40	168,152,851 65	331,275 21	.....
1,000,000 00	1,772,000 00	60,441 03	2,832,441 03	.....	37,448 06
500,000 00	421,488 00	88,528 81	1,017,016 81	13,602 99	.....
250,000 00	.....	.....	250,000 00	.....	.....
840,000 00	77,000 00	410,428 01	1,327,428 01	125,842 04	.....
1,000,000 00	654,000 00	225,362 74	1,879,362 74	3,121 81	.....
78,250 00	157,500 00	13,836 86	249,586 86	.....	.....
3,077,500 00	4,849,750 00	622,065 41	8,549,315 41	.....	.....
1,500,000 00	1,500,000 00	525,741 87	3,525,741 87	82,617 77	.....
200,000 00	.....	197,626 81	397,626 81	4,047 91	.....
225,000 00	750,000 00	.....	975,000 00	.....	.....
1,280,400 00	1,106,000 00	72,678 21	2,499,078 21	.....	28,664 30

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	Assets.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Owasco River.....	\$60,784 71	.....	.....	\$60,784 71
Penn., Poughkeepsie & Boston..	4,857,862 26	\$247,265 00	\$49,572 99	4,654,800 25
Philadelphia and Reading.....	105,668,006 87	105,393,759 88	15,067,812 88	226,129,079 58
Port Jervis, Monticello & N. Y..	811,907 68	.....	4,729 46	816,637 14
Prospect Park & Coney Island..	1,183,074 23	420,000 00	57,245 57	1,610,319 80
Prospect Park and So. Brooklyn	50,000 00	.....	.....	50,000 00
Rensselaer and Saratoga	10,917,488 67	1,062,511 83	59,867 16	12,039,867 66
Roch., Hornellsville and Lack..	.....	.....	7,623 58	7,623 58
Rochester and Glen Haven.....	191,981 48	.....	6,906 73	198,888 21
Rochester and Lake Ontario ...	63,461 74	.....	14,172 14	77,633 88
Rome and Clinton	360,000 00	.....	111 87	360,111 87
Rochester and Genesee Valley..	555,200 00	.....	.....	555,200 00
Rome, Watertown & Ogdensburg	15,987,425 72	6,802,989 92	2,511,198 18	25,253,563 82
Saratoga and Schenectady	450,000 00	5,000 00	1,010 22	456,010 22
Schenectady and Duaneburgh..	675,849 77	.....	.....	675,849 77
Schoharie Valley	102,718 30	.....	97 67	102,815 97
Seneca Electric.....	87,765 84	.....	2,228 99	89,994 83
Silver Lake.....	381,745 93	.....	12,234 65	344,280 58
Skanateles.....	108,400 00	.....	23,059 50	131,459 50
Southern Central.....	4,376,533 66	.....	.....	4,376,533 66
Southfield Branch	17,784 17	.....	51 10	17,835 27
Spuyten Duyvil & Port Morris..	989,000 00	.....	.....	989,000 00
Staten Island	637,886 39	.....	3,201 64	641,088 03
Staten Island Rapid Transit....	8,668,694 63	.....	376,175 89	9,044,810 52
Sterling Mountain	506,864 02	.....	3,941 51	510,805 53
Stony Clove and Catskill Mt....	344,795 68	.....	22,172 28	366,967 96
Suspension Bridge & Erie Junc	1,928,342 92	.....	86 42	1,928,429 34
Syracuse and Baldwinsville	150,000 00	.....	.....	150,000 00
Syracuse, Binghamton & N. Y..	4,65,966 52	.....	165,597 12	4,816,563 64
Syracuse, Geneva and Corning..	3,019,953 99	.....	78,962 23	3,098,916 22
Tioga	1,474,521 93	40,891 90	2,314,002 59	3,828,916 42
Troy and Bennington.....	236,953 87	.....	3,493 92	239,447 79
Troy and Greenbush	274,400 00	3,650 00	772 91	278,822 91
Ulster and Delaware	3,801,334 18	.....	169,115 12	3,470,449 30
Union.....	50,000 00	.....	.....	50,000 00
United States and Canada.....	647,126 28	.....	2,687 15	649,813 43
Utica and Black River.....	4,868,222 40	750,000 00	1,799 00	5,120,021 40
Utica, Chen. and Susq. Valley..	4,222,478 64	.....	.....	4,222,478 64
Utica, Clinton and Binghamton.	1,690,566 40	.....	37,928 12	1,728,494 52
Valley	1,160,620 45	.....	.....	1,160,620 45
Wallkill Valley	945,842 78	.....	31,976 74	977,819 52
Waverly and State Line	64,398 05	.....	.....	64,398 05
Wellsville, Bolivar and Eldred..	412,400 00	6,990 00	.....	419,390 00
Wellsville, Coudersport & Pine Ck.	96,805 33	.....	9,465 59	106,270 92
Western New York and Penn....	62,794,676 80	11,126,580 57	767,289 35	74,688,546 72
West Shore.....	60,000,000 00	.....	.....	60,000,000 00
West Troy and Green Island....	139,129 86	.....	.....	139,129 86
	\$1,385,409,891 98	\$191,938,211 88	\$69,234,942 45	\$1,646,583,046 31

(Continued).

SURFACE STEAM.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$30,000 00	.....	\$9,486 24	\$39,486 24	\$21,298 47	.....
2,000,000 00	\$1,811,500 00	1,647,936 45	5,459,436 45	.....	\$805,236 20
40,105,861 78	167,814,402 45	27,972,945 86	225,842,710 09	784,869 49	.....
409,100 00	364,000 00	121,766 18	894,866 18	.....	78,236 99
500,000 00	1,016,000 00	204,552 86	1,720,552 86	.....	110,282 56
50,000 00	.....	.....	50,000 00	.....	.....
10,000,000 00	2,000,000 00	.....	12,000,000 00	59,867 66	.....
.....	.....	10,010 26	10,010 26	.....	2,886 68
96,900 00	100,000 00	11,027 06	207,927 06	.....	9,068 85
65,000 00	.....	987 00	65,987 00	11,646 88	.....
345,360 00	.....	59 09	345,419 09	14,692 78	.....
555,200 00	.....	.....	555,200 00	.....	.....
10,000,000 00	15,068,090 00	51,875 00	25,119,965 00	188,598 82	.....
450,000 00	.....	.....	450,000 00	6,000 22	.....
100,900 00	500,000 00	74,949 77	675,849 77	.....	.....
100,000 00	40,000 00	2,400 00	142,400 00	.....	89,584 08
40,000 00	40,000 00	7,217 88	87,217 88	2,777 45	.....
60,000 00	160,100 00	19,167 77	239,267 77	106,012 81	.....
77,800 00	20,000 00	10,600 00	108,400 00	28,059 10	.....
1,774,960 00	3,866,790 00	555,809 48	6,197,049 48	.....	1,820,515 77
1,000 00	.....	20,096 46	21,096 46	.....	3,261 19
989,000 00	.....	.....	989,000 00	.....	.....
210,000 00	300,000 00	.....	510,000 00	181,068 08	.....
500,000 00	8,000,000 00	686,568 95	9,186,568 95	.....	141,758 43
80,000 00	475,674 00	157,558 81	713,232 81	.....	202,427 28
124,000 00	210,000 00	25,922 57	359,922 57	7,045 39	.....
500,000 00	1,000,000 00	428,429 34	1,928,429 34	.....	.....
94,260 00	81,000 00	5,668 86	180,928 86	.....	30,928 86
2,500,000 00	1,966,000 00	105,624 16	4,571,624 16	244,939 48	.....
1,325,000 00	1,344,109 00	16,773 87	2,715,873 87	883,042 85	.....
580,900 00	789,500 00	44,132 16	1,414,532 16	2,414,884 26	.....
150,800 00	41,000 00	.....	191,800 00	47,647 29	.....
274,400 00	.....	.....	274,400 00	4,422 91	.....
1,694,600 00	1,896,300 00	88,830 43	3,124,730 43	345,717 87	.....
50,000 00	.....	.....	50,000 00	.....	.....
208,925 00	488,470 00	7,418 43	649,813 43	.....	.....
2,223,000 00	2,700,000 00	.....	4,923,000 00	197,021 40	.....
4,000,000 00	.....	222,478 64	4,222,478 64	.....	.....
849,285 00	800,000 00	25,000 00	1,674,285 00	54,209 52	.....
750,000 00	400,000 00	10,620 45	1,160,620 45	.....	.....
220,000 00	580,000 00	66,803 98	976,803 98	1,015 59	.....
10,000 00	.....	54,398 05	64,398 05	.....	.....
6,990 00	.....	412,400 00	419,390 00	.....	.....
68,554 01	30,000 00	2,719 83	101,273 84	4,997 08	.....
20,000,000 00	31,947,941 78	4,449,805 15	66,397,746 88	8,290,799 84	.....
10,000,000 00	50,000,000 00	.....	60,000,000 00	.....	.....
8,200 00	.....	125,929 86	139,129 86	.....	.....
\$305,715,603 48	\$807,184,865 11	\$89,750,526 07	\$1,592,650,994 66	\$80,606,056 20	\$6,674,006 55
			Net surplus.....	\$53,982,051 65	

TABLE E—

Note Referring to Surface

In addition to the companies furnishing balance sheets on Table E, there are several whose standing, and there are others furnishing no balance sheets, or defective ones, in reports filed equipment by lessees or owners. In order to arrive at the total stock and debt and cost of as shown respectively on Table E.

<hr/>	
Albany and Susquehanna.....	
Carthage, Watertown and Sackett's Harbor	
Hayt's Corners, Ovid and Willard.....	
Lackawanna and Susquehanna.....	
Lebanon Springs	
Rensselaer and Saratoga	
Schenectady and Mechanicville	
Seneca Falls and Cayuga Lake.....	
Smithtown and Port Jefferson.....	
Troy, Saratoga and Northern	
Troy Union	
Lackawanna and Pittsburg.....	} In hands of a receiver..... }
Rochester, Hornellsville and Lackawanna.....	
Total amount of cost of road and equipment, capital stock and debt not shown on foregoing	
Add amount shown as above on Table E.....	
Total amount of cost of road and equipment, capital stock and debt as reported	
<hr/>	
Total assets as shown on Table E.....	\$1,646,583,046 81
Add additional cost of road and equipment as shown on above note.....	18,470,609 08
Total amount of assets as reported June 30, 1892.....	<u>\$1,660,053,655 88</u>
Excess of assets over liabilities as reported June 30, 1892.....	
Net surplus as shown on Table E.....	
Add additional assets (cost of road and equipment) as per above note.....	
Deduct additional liabilities (stock and debt) as per above note	
Total net surplus as reported June 30, 1892.....	

(Continued).

Steam Roads in Table E.

roads have been partially absorbed or leased, but who still have capital stock and debts out- with the Board, upon whose roads expenditures have been made on account of cost of road and road and equipment, as reported June 30, 1892, the following amounts must be added to those

	Cost of road and equipment.	Capital stock.	Funded debt.
Leased by Delaware and Hudson Canal Com- pany (expended by lessee)	\$1,486,876 92	.....	.....
Leased by Utica and Black River R. R. Co. (now operated by N. Y. Central & Hudson River).	783,958 26	\$487,845 00	\$300,000 00
Leased by Geneva and Sayre Railroad Co.....	2,278 52	4,100 00	.....
Built and owned by the Del. & Hud Canal Co. Receiver has no books showing original cost of road; report of New York, Rutland and Montreal for 1888 gave cost at.....	1,208,727 16	.....	.....
Leased by Delaware and Hudson Canal Co. (expended by lessee)	2,880,114 28	.....	.....
Built and owned by the Del. & Hud. Canal Co. No report filed; last report made to Board showed	2,452,707 62	.....	.....
Leased by Long Island Railroad Co.....	215,761 46	.....	.....
Operated by the Fitchburg Railroad Co.....	81,200 00	40,000 00	50,000 00
.....	.....	86,200 00	600,000 00
In 1890 the two companies assumed to consoli- date and reported as Lack. & S. W., as follows:	783,984 80	728,600 00	.....
.....	3,600,000 00	30,000 00	.....
Table E	\$13,470,609 02	\$4,174,995 00	\$1,750,000 00
.....	1,885,400,891 98	695,715,603 48	807,184,865 11
June 30, 1892	\$1,898,880,501 00	\$699,889,898 48	\$808,984,865 11

Total liabilities as shown on Table E \$1,592,650,994 66
Add additional stock and debt as shown on above note..... 5,924,295 00

Total amount of liabilities as reported June 30, 1892.....,..... \$1,598,575,289 66

.....	\$61,478,865 67
.....	\$53,932,051 65
.....	\$13,470,609 02
.....	5,924,295 00
.....	7,546,814 02
.....	\$61,478,865 67

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Brooklyn	\$26,319,691 56	.....	\$294,183 64	\$26,613,875 20
Kings County	10,185,959 65	.....	788,950 35	10,974,910 00
Manhattan	20,424,276 26	\$26,406,440 53	9,622,138 76	56,453,055 55
Sea View	215,598 57	.....	9,733 59	225,332 16
Fulton	2,170,695 89	84,500 00	118,546 92	2,373,742 81
Metropolitan	21,318,000 00	32,435 24	59,487 48	21,409,922 72
Suburban Rapid Transit	1,677,640 19	2,342,890 88	62,850 44	4,083,371 46
	\$32,261,862 12	\$28,816,456 60	\$10,955,891 18	\$122,034,209 90
SURFACE				
Albany	\$1,500,568 94	\$20,359 50	\$54,259 23	\$1,575,187 66
Amsterdam	436,753 58	.....	20,594 75	457,348 33
Atlantic Avenue	3,199,325 31	143,375 00	605,171 10	3,947,871 41
Auburn City	245,458 80	.....	5,398 95	250,857 75
Babylon	12,254 96	.....	12,250 96	24,505 92
Binghamton	400,456 83	.....	16,089 00	416,545 83
Binghamton and Pt. Dickinson	66,678 28	.....	62 54	66,740 77
Bleecker St. and Fulton Ferry	1,801,931 58	.....	.....	1,801,931 58
Broadway (Brooklyn)	888,959 54	.....	74,534 95	963,494 49
Broadway and Seventh Avenue	4,300,000 00	.....	52,500 00	4,352,500 00
*Brooklyn, Bush. & Queens Co. { .....	.....	.....	3,566 81	3,566 81
Brooklyn City	874,571 92	.....	2,751 17	877,323 09
Brooklyn City and Newtown	10,595,543 31	.....	450,930 16	11,046,473 47
Brooklyn Heights	2,284,685 82	270 43	36,014 19	2,300,970 44
Buffalo	530,724 70	.....	6,154 38	536,879 08
	10,329,456 83	350,000 00	192,851 10	10,872,307 43
Canandaigua	35,923 46	.....	2,314 30	38,238 76
Central Croastown	840,000 00	1,000 00	20,641 55	861,641 55
Central Pk. North & East River	2,810,167 40	5,110 00	70,585 44	2,885,862 84
Christopher and Tenth Street	766,211 32	66,700 00	.....	832,911 32
City of Poughkeepsie	106,911 11	.....	2,714 87	109,625 98
City Island	40,286 74	.....	1,564 09	41,850 83
Coney Island and Brooklyn	1,334,274 65	.....	87,068 37	1,421,343 02
Cortland and Homer	44,889 38	.....	3,811 01	48,700 39
Court Street and East End	38,872 56	.....	216 53	39,089 09
Croastown (Buffalo)	1,235,827 07	.....	1,028 88	1,236,855 95
Deerfield and Utica	22,433 21	.....	80 35	22,513 56
Dry Dock, E. B'dway & Battery	3,065,447 67	20,000 00	103,335 83	3,188,783 50
Dunkirk and Fredonia	108,667 58	.....	6,071 98	114,739 56
Eighth Avenue	1,866,612 02	6,100 00	115,459 25	1,988,171 27
Elmira and Horseheads	873,836 52	26,207 25	30,376 66	930,420 43
Flushing and College Point	166,333 61	.....	12,724 84	179,058 45
Forty-sec'd St. & Grand St. Fer.	1,020,310 55	2,500 00	116,094 91	1,138,905 46
Forty-sec'd St., Man. & St. N. Av.	5,327,415 95	1,500 00	15,168 67	5,344,084 62
Frankfort and Ilion	20,766 14	.....	164 56	20,930 70
Fulton and Oswego Falls	33,481 48	.....	233 87	33,715 35
Glens Falls, S. Hill & Ft. Edw'd.	231,969 07	.....	4,037 09	236,006 16
Harlem B'ge, Morris'nia & Ford.	446,814 01	2,409 15	42,258 31	491,481 37
Herkimer and Mohawk	17,000 00	.....	2,317 94	19,317 94
Houston, West St. & Pav. Ferry	1,646,565 67	31,000 00	3,432,791 95	5,110,357 62
Hudson Electric	96,048 29	.....	307 10	96,355 39

* Upper line, balance sheet of receiver ;

CONDENSED BALANCE SHEETS OF ELEVATED AND STREET ROADS. 45

(Continued).

ELEVATED STEAM.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$13,283,600 00	\$12,968,000 00	\$300,806 24	\$26,451,906 24	\$161,968 96	.....
3,250,000 00	7,188,700 00	486,018 56	10,924,718 56	191 44	.....
29,902,960 00	19,683,820 00	2,994,697 11	52,581,497 11	3,871,558 44	.....
190,752 54	27,500 00	1,010 94	219,263 48	6,068 68	.....
300,000 00	1,979,000 00	44,742 81	2,823,742 81	.....	.....
6,500,000 00	14,818,000 00	11,155 90	21,329,155 90	80,766 82	.....
4,000,000 00	.....	12,035 20	4,012,035 20	71,326 26	.....
\$57,427,332 54	\$56,665,020 00	\$3,749,946 76	\$117,842,319 30	\$4,191,890 00	.....

STREET.

\$750,000 00	\$729,893 04	\$111,961 06	\$1,591,854 10	.....	\$16,166 44
250,000 00	170,000 00	31,401 98	451,801 98	\$5,546 80	.....
1,268,750 00	2,253,500 00	277,920 61	3,800,170 60	147,700 8	.....
50,000 00	200,000 00	22,892 42	272,892 42	.....	22,040 17
5,600 00	.....	19,454 02	25,054 02	.....	548 10
160,000 00	200,000 00	39,480 90	399,480 99	17,064 84	.....
60,000 00	.....	.....	60,000 00	6,740 77	.....
900,000 00	700,000 00	.....	1,600,000 00	201,981 58	.....
525,000 00	350,000 00	29,154 19	904,154 19	59,840 30	.....
2,100,000 00	2,200,000 00	52,500 00	4,352,500 00	.....	.....
.....	.....	22,310 09	22,310 09	.....	12,743 28
100,000 00	250,000 00	187,478 02	487,478 02	.....	110,154 98
6,000,000 00	3,925,000 00	561,187 50	10,486,187 50	560,285 97	.....
1,000,000 00	1,000,000 00	264,964 77	2,264,964 77	36,005 67	.....
200,000 00	250,000 00	87,272 92	537,272 92	.....	393 84
5,370,500 00	5,020,256 67	339,601 99	10,730,358 66	141,948 77	.....
15,704 24	20,000 00	4,100 00	39,804 24	.....	1,567 48
600,000 00	255,000 00	.....	850,000 00	11,641 55	.....
1,480,000 00	1,206,350 00	384 13	3,006,734 13	.....	120,871 29
650,000 00	210,000 00	.....	860,000 00	.....	27,068 68
79,762 54	12,000 00	.....	91,762 54	17,863 44	.....
12,500 00	27,878 17	1,375 83	41,749 00	101 83	.....
500,000 00	791,000 00	41,876 13	1,332,876 13	88,466 89	.....
40,000 00	.....	3,469 54	43,469 54	5,230 85	.....
25,000 00	.....	4,784 55	39,784 55	.....	645 46
500,000 00	350,000 00	373,014 40	1,223,014 40	13,841 55	.....
12,000 00	.....	9,724 86	21,724 86	788 70	.....
2,300,000 00	840,000 00	32,400 00	3,172,400 00	16,383 50	.....
57,000 00	20,800 00	29,085 50	106,885 50	7,854 06	.....
1,000,000 00	1,000,000 00	25,000 00	2,025,000 00	.....	36,828 73
400,000 00	400,000 00	119,801 21	919,801 21	11,119 22	.....
54,370 00	72,500 00	64,492 25	191,362 25	.....	12,303 80
748,000 00	236,000 00	69,580 98	1,053,580 98	85,324 48	.....
2,500,000 00	2,735,000 00	197,529 06	5,422,529 06	.....	78,444 44
14,275 00	.....	713 75	14,988 75	5,941 95	.....
15,000 00	15,000 00	11,377 28	41,377 28	.....	7,661 93
120,000 00	100,000 00	16,307 60	236,307 60	.....	801 44
250,000 00	78,000 00	54,000 00	480,000 00	11,481 37	.....
17,000 00	.....	.....	17,000 00	2,817 94	.....
1,050,000 00	500,000 00	3,281,659 16	4,831,659 16	278,698 46	.....
50,000 00	40,000 00	906 84	90,906 84	5,449 05	.....

lower, that of the company.

TABLE E —
ROADS IN OPERATION —
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Huntington.....	\$55,839 33	.....	\$960 69	\$56,800 01
Ithaca	45,000 00	.....	.....	45,000 00
Jamaica and Brooklyn	608,598 90	.....	15,262 86	623,860 76
Jamestown	52,070 62	\$149 54	240,293 72	292,513 89
Johnstown, Gloversv. & Kingsb.	53,650 21	.....	4,320 84	57,971 05
Kingston City	89,411 92	.....	8,950 45	98,362 37
Lansingburgh and Cohoes.....	15,000 00	.....	.....	15,000 00
Larchmont	25,000 00	.....	836 32	25,836 32
Long Island City and Newtown.	282,378 08	.....	6,970 64	289,348 72
Metropolitan Crosstown	1,270,986 96	.....	5,398 17	1,276,385 13
Mohawk and Ilion	15,800 00	2,000 00	1,436 05	19,236 05
Newburgh	165,552 08	.....	673 35	166,225 43
Niag. Falls & Suspension B'dge.	124,778 75	.....	880 48	125,659 23
Ninth Avenue	851,471 00	700 00	39,845 84	892,016 84
Ogdensburg	28,685 36	.....	193 74	28,879 10
Olean	23,249 81	.....	4,651 11	27,900 92
Oneida.....	17,028 85	.....	164 72	17,193 57
Oneida Street (Utica)	40,000 00	.....	821 18	40,821 18
Oneonta	20,318 46	.....	860 74	21,179 20
Oswego	231,107 26	.....	3,032 15	234,139 41
Pelham Park	53,024 82	40,136 17	4,028 45	97,179 44
People's (Syracuse)	1,803,800 42	.....	9,530 02	1,813,330 44
Rochester	8,670,318 83	171,000 00	29,325 56	8,870,639 39
Rochester Electric	219,768 72	10,062 50	4,083 61	233,864 83
Rockaway Village	50,438 87	.....	102 74	50,536 11
Rome City	176,669 33	.....	751 06	177,420 39
Schenectady	456,021 80	100,000 00	77,683 60	633,707 40
Sea Cliff Inclined Cable	11,979 56	.....	13 47	11,993 03
Second Avenue	3,708,698 69	.....	28,437 27	3,737,135 96
Sixth avenue	2,043,133 28	6,000 00	47,040 39	2,096,173 67
Steinway	3,152,212 50	.....	14,594 37	3,166,806 87
Stillwater and Mechanicville ...	30,044 46	.....	254 07	30,298 53
Syracuse Consolidated	2,581,131 78	.....	8,708 72	2,589,840 50
Third Avenue.....	5,849,361 56	2,849,166 03	559,861 52	9,257,869 10
Tonawanda Electric.....	123,944 09	.....	4,436 61	128,380 70
Troy City.....	523,613 28	.....	7,875 50	531,488 78
Troy and Cohoes.....	50,000 00	.....	.....	50,000 00
Troy and Lansingburgh	1,108,002 50	5,906 67	69,526 06	1,183,435 23
Twenty-third Street	1,057,365 46	12,623 00	107,319 36	1,177,307 82
Utica and Mohawk	112,299 48	36,436 02	3,740 83	152,476 33
Utica Belt Line.....	747,323 69	.....	15,759 89	763,083 58
VanBrunt St. and Erie Basin...	117,195 73	.....	5,681 62	122,877 35
Watertown	168,557 54	18,600 00	2,600 00	189,757 54
Waterford and Cohoes	24,481 20	.....	598 06	25,079 26
Watervliet Turnpike and R. R..	624,103 26	105,040 74	276 61	729,420 61
West Side (Binghamton)	25,000 00	.....	.....	25,000 00
Yonkers	515,628 88	.....	8,682 51	524,311 39
	\$96,664,470 07	\$4,034,341 99	\$6,949,409 03	\$107,648,221 09

(Concluded).

SURFACE STREET.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$20,000 00	\$26,000 00	\$182 00	\$56,182 00	\$668 01	.....
25,000 00	20,000 00	1,858 89	46,858 89	.....	\$1,858 89
197,480 00	415,000 00	19,768 61	632,248 61	.....	8,888 85
250,000 00	25,000 00	16,216 84	291,216 84	1,297 54	.....
50,000 00	1,000 00	5,000 00	56,000 00	1,971 05	.....
50,000 00	81,000 00	2,058 16	83,058 16	15,804 21	.....
15,000 00	.....	.....	15,000 00	.....	.....
25,000 00	.....	.....	25,000 00	836 82	.....
150,000 00	800,000 00	18,489 82	468,489 82	.....	179,090 60
300,000 00	900,000 00	69,164 88	1,269,164 88	7,220 75	.....
15,000 00	.....	.....	15,000 00	4,236 05	.....
40,000 00	150,000 00	9,840 76	199,840 76	.....	88,615 88
65,600 00	54,000 00	1,620 00	121,220 00	3,989 23	.....
800,000 00	.....	.....	800,000 00	.....	407,988 66
28,500 00	.....	.....	28,500 00	579 10	.....
10,000 00	.....	6,712 77	16,712 77	11,188 15	.....
18,500 00	1,725 00	.....	15,225 00	1,968 57	.....
40,000 00	.....	.....	40,000 00	821 18	.....
20,000 00	.....	12,468 59	32,468 59	.....	11,289 89
125,000 00	112,500 00	1,265 00	238,765 00	.....	4,625 59
50,000 00	88,000 00	6,766 00	94,766 00	2,418 44	.....
1,000,000 00	736,000 00	67,252 58	1,803,252 58	10,077 86	.....
5,000,000 00	3,827,500 00	835,449 21	8,662,949 21	207,660 18	.....
300,000 00	.....	5,000 00	205,000 00	28,864 88	.....
25,000 00	25,000 00	6,132 97	56,132 97	.....	5,596 86
50,000 00	125,000 00	47,860 88	222,860 88	.....	45,440 44
300,000 00	800,000 00	81,266 76	681,266 76	2,440 64	.....
9,480 00	2,000 00	392 21	11,872 21	120 82	.....
1,862,000 00	1,750,000 00	97,142 11	3,709,142 11	27,998 85	.....
2,000,000 00	.....	18,567 88	2,018,567 88	77,606 84	.....
2,500,000 00	600,000 00	72,418 15	3,172,418 15	.....	5,611 28
11,575 00	17,500 00	736 45	29,801 45	497 06	.....
1,250,000 00	1,248,400 00	107,970 46	2,606,370 46	.....	16,529 96
4,000,000 00	5,000,000 00	146,137 62	9,146,137 62	111,751 48	.....
125,000 00	.....	8,948 82	128,948 82	.....	568 12
400,000 00	84,000 00	77,278 49	511,278 49	20,210 29	.....
50,000 00	.....	.....	50,000 00	.....	.....
600,000 00	299,965 00	18,760 21	918,715 21	269,720 02	.....
600,000 00	400,000 00	87,788 78	1,087,788 78	89,569 04	.....
51,500 00	70,000 00	29,900 00	151,400 00	1,076 88	.....
150,000 00	500,000 00	156,494 06	806,494 06	.....	43,408 48
75,000 00	25,000 00	1,515 60	101,515 60	21,361 75	.....
40,000 00	110,000 00	17,782 68	167,782 68	22,024 86	.....
25,000 00	.....	.....	25,000 00	79 26	.....
240,000 00	500,000 00	.....	740,000 00	.....	10,579 89
25,000 00	.....	.....	25,000 00	.....	.....
110,000 00	374,000 00	41,910 73	525,910 73	.....	1,599 84
\$24,680,066 73	\$43,659,252 38	\$7,876,409 99	\$106,195,759 65	\$2,681,897 68	\$1,229,486 19
			Net surplus	\$1,452,461 44	

TABLE

ROADS NOT IN OPERATION —

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Brooklyn and Queens County R. R., from Fulton Ferry, Brooklyn, to New York and Rockaway Beach R. R., Jamaica.....	President, Arthur J. Meyer; General Office, 52 Broadway, New York city.
Brooklyn Underground R. R., from Fulton Ferry, Brooklyn, to Flatbush.....	President, Henry Mumford, 290 Fulton street, Brooklyn, N. Y.
Canton and St. Lawrence River R. R. and Bridge Co., from Canton, St. Lawrence county, to boundary line between United States and Canada.....	President, William S. Carman, 1678 Washington avenue, New York city.
Central Tunnel Ry., from City Hall to Grand Central depot, Forty-second street, New York city.	President, C. V. Sidell; General Office, 47-49 Liberty street, New York city.
Coudersport, Hornellsville and Lackawanna R. R., from northerly terminal Coudersport, Hornellsville and Lackawanna R. R. of Pennsylvania to Lake Ontario Southern R. R.....	President, Benton McConnell, Hornellsville, N. Y.
Croton Valley Ry. Co., from Croton Point, N. Y., to State line between New York and Connecticut, near Ridgefield Conn.....	Treasurer, Isaac Aaron, 48 Wall street, New York city.
East River Ry., from East River, Brooklyn, to East River, New York.....	President, Benjamin S. Herring, 85 Wall street, New York city.
East River and Connecticut Ry., from Harlem river to Port Chester, with branches.....	Secretary, William F. Van Pelt, 19 William street, New York city.
Erie and Central New York Ry., from Cortland to Norwich.....	President, Wayland D. Tisdale, Cortland, N. Y.
Erie and Niagara River R. R., from Erie International Ry., to North Tonawanda.....	Secretary, A. R. Macdonough; General Office, 21 Cortlandt street, New York city.
Gouverneur and Adirondack Ry.....	President, F. B. Roblin; General office, Syracuse, N. Y.
Hornellsville and West Union R. R., from Hornellsville to West Union, N. Y.....	President, Benton McConnell, Hornellsville, N. Y.
Hudson, Suspension Bridge and New England Ry., from State line of New Jersey to State line of Connecticut.....	President, Edward W. Serrell; General Office, 186 Liberty street, New York city.
Hudson Tunnel Ry.....	Secretary and Treasurer, William McMichael, 15 Broad street, New York city.
Jamestown and Northeastern R. R., from Jamestown to Falconer, N. Y.....	President, Frank E. Shaw, Dunkirk, N. Y.
Long Island Boynton Bicycle Railroad, from Rocky Point, N. Y., to near Watch Hill, R. I.....	President, F. W. Dunton; General Office, 44 Broadway, New York city.
Metropolitan Transit Company, from South Ferry through streets and avenues in New York to High Bridge.....	Secretary and Treasurer, Andrew J. Dwinelle, 38 Park Row, New York city.
New York, Boston, Albany and Schenectady R. R., from New York city to Schenectady, N. Y..	Secretary and Treasurer, W. S. Carman, 1678 Washington avenue, New York city.
New York and Boston Inland R. R., from Yonkers to Rye.....	Secretary, E. D. Hewins; General Office, 8 Congress street, Boston, Mass
New York, Brooklyn and Sea Shore R. R., from East New York to Far Rockaway.....	President, William Strauss, 20 Nassau street, New York city.
New York Canadian Pacific Ry. (formed by merger of New York and Albany R. R., New York Northern R. R. and Schenectady R. R.), from New York city to Ogdensburg	President, Joseph H. Ramsey, 71 State street, Albany, N. Y.
New York, Connecticut and Eastern R. R., from State line of Connecticut, near Port Chester, to Fifty-ninth street, New York city.....	Treasurer, C. V. Sidell; General offices at 35 Wall street, New York city.
New York and Long Island Suburban Railroad	President, D. M. Tallmadge, 61 Broadway, New York city.
New York Underground Railway, under certain streets in the city of New York.	President, Edward Lauterbach; General Office, 120 Broadway, New York city.
New York and New Jersey Tunnel R. R., from City Hall, New York, to Communipaw, Jersey City, N. J.	Treasurer, Ogden P. Pell, 47 Liberty street, New York city.
Niagara River and Erie R. R., from Erie and Black Rock R. R. to Tonawanda	Secretary, A. R. Macdonough, P. O. Box 839 New York city
Oatka Valley R. R., from Le Roy, Genesee county, to Gainesville, Wyoming county.....	Vice-President, William Bristol; General Office, Warsaw, N. Y.
Oneonta and Earlville R. R. from Laurens to Earlville.....	Treasurer, Rufus P. Luce; General Office, Hartwick, Otsego county, N. Y.
Oneonta and Richfield Springs, R. R., from Richfield Springs to Oneonta	Treasurer, Rufus P. Luce; General Office, Hartwick, Otsego county, N. Y.

F.

SURFACE STEAM.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$1,000 00	\$289 85	9.00	.....
3,000 00	2,861 43	3.64	.....
108,000 00	\$1,250 06	109,250 06	.....	.....
10,000 00	65 36	10,064 62	3.00	.....
1,400 00	1,366 72	14.00	.....
22,200 00	7,000 00	22,516 54	26.00	.....
1,000 0000	.....
408,230 00	4,401 09	67,074 22	22.00	.....
207,500 00	4,765 00	279,265 00	50.00	.....
14,000 00	8.00	.....
1,500 00	216 50	1,716 50	18.70	.....
100,000 00	409 06	16.00	.....
822,500 80	\$1,307,003 16	122,500 16	2,202,002 21	11.00	.....
2,000,200 00	2,000,000 00	.....	1,210,000 00	.....	.....
5,000 00	789 25	5,789 25	5.00	.....
200,000 00	13,170 24	213,170 24	20.00	.....
.....	11.00	.....
680,100 00	264,000 00	108,040 27	1,069,140 27	127.00	.....
2,000 00	2,000 00	12.24	.....
62,000 00	18,500 00	42,005 00	104,100 00	12.00	.....
1,225,200 00	120,179 98	1,408,279 98	260.00	.....
20,200 00	44,022 12	65,221 52	20.20	.....
.....
3,000,200 00	260,000 00	14,643 63	3,014,243 63	11.00	.....
4,075 00	4,075 00	3.00	.....
12,700 00	8.00	.....
.....	926 50	26.00	.....
4,200 00	4,200 00	42 00	.....
2,200 00	2,200 00	22.00	.....

TABLE F —

ROADS NOT IN OPERATION —

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Otis Elevating Ry. Co., from Mountain House station, Catskill Mountain Ry., to North Lake, Greene county	President, Charles L. Rickerson; General Office, 54 Harrison street, New York city.
Port Chester and Tarrytown R. R., from Port Chester to Tarrytown	Director, W. J. Tingue. Port Chester, N. Y.
Poughkeepsie and Hudson Ry., from Poughkeepsie to Hudson	Treasurer, C. T. Moffett, Syracuse, N. Y.
Rockland Lake R. R., from Congress station, West Shore R. R., to Rockland Lake	Secretary, L. O. Reeve, 432 Canal street, New York city.
South Brooklyn R. R. and Terminal Co., from New York bay, near Thirty-eighth street, Brooklyn, to corner of Church and Flatbush avenues, in village of Flatbush	Secretary, Francis H. Bergen; General Office, Pier 2, New York city.
South Cairo and East Durham R. R., from South Cairo to East Durham	Secretary, J. Freelon Gaylord; General Office, Catskill, N. Y.
Terminal Underground R. R., from City Hall Park, New York City, to Grand Central Depot, Forty-second street	President, C. V. Sidel; General Office, 85 Wall street, New York city.
Tilly Foster Mine R. R., from Tilly Foster Mines, at Tilly Foster, to Brewster's, N. Y.	Secretary, H. V. Vultee; General Office, 52 Wall street, New York city.
Washington County R. R., from Greenwich to State line, near Granville	Secretary, William G. Ladd; 136 Liberty street, New York city.
Westchester Ry. Co., from Harlem river, New York, to Danbury, Conn., with branches	Secretary and Treasurer, William F. Van Pelt; General Office, 19 William street New York city.

ELEVATED

Atlantic Avenue Elevated Railway, over, under and across certain streets, avenues, etc., in Brooklyn and in Kings county	President, Austin Corbin, 192 Broadway, New York city.
Long Island Elevated Railway, from South Ferry, Brooklyn, to city line via Atlantic avenue....	President, Austin Corbin, 192 Broadway, New York city.
Sea Side and Brooklyn Bridge Elevated Railroad, over, under and across certain streets, avenues, etc., in the city of Brooklyn and in Kings county	President, Simon Uhlmann, 81 Sands street, Brooklyn, N. Y.

SURFACE

Christopher Street and James Slip Ferry Railway; certain streets in New York city	Nathaniel S. Smith, Treasurer; General Office, 120 Broadway, New York city.
Coney Island Surface railway, certain streets and avenues in town of Gravesend	President, F. H. Lowerre; General Office, 45 William street, New York city.
Elmira Transfer Railway, from corner State and Water streets to State and Fifth streets, Elmira	President, Austin Corbin; General Office, Elmira, N. Y.
Fifth Avenue Railway, from South Fifth avenue and Canal street, New York, to Central Park, at Fifty-ninth street via Fifth avenue	President, Thomas B. Musgrave; General Office, 525 Fifth avenue, New York city.
Fiftieth street, Astoria Ferry and Central Park Railroad	Secretary and Treasurer, Fred'k A. Bartlett, Temple Court (3 Beekman street), New York city.
Fulton, Wall Street and Cortlandt Street Ferries Railroad, certain streets in New York city	Secretary, DeWitt J. Apgar; General Office, 45 William street, New York city.
Hornellsville and Canisteo Railway, from Hornellsville to Canisteo	Charles Adait, Secretary; General Office, 119 Main street, Hornellsville, N. Y.
Hornellsville Electric Railway, Hornellsville, N. Y.	Charles Adait, President; General Office, 119 Main street, Hornellsville, N. Y.
Madison Avenue and Eighty-sixth Street Railway, from Madison avenue and Eighty-fifth street to Hudson river, via Eighty-fifth and Eighty-sixth streets	Treasurer, E. V. W. Rossiter; General Office, Grand Central Depot, New York city.
Port Richmond and Prohibition Park Electric Railroad, from Port Richmond, N. Y., to Prohibition Park, N. Y.	Charles A. Starbuck, President; General Office, Port Richmond, N. Y.

(Continued).

SURFACE STEAM.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$100,000 00	\$1,741 45	1.25	.....
2,000 00	14.00	.....
4,100 00	4,100 00	41.00	.....
.....	2.00	.....
500,000 00	\$1,200,000 00	\$354,860 64	1,833,002 09	4.00	.....
6,180 00	84 81	6,181 14	10.00	.....
1,750 00	4,570 79	6,890 79	6.00	.....
1,200 00	1,132 64	2.00	.....
.....	6,273 74	.....	36.00	.....
906,240 00	10,489 46	917,089 46	60.00	.....
\$10,780,275 00	\$5,702,163 15	\$861,176 61	\$12,609,966 57	992.73	.....

STEAM.

\$50,000 00	.....	.....	\$17,262 53	.....	.....
50,000 00	.....	.....	15,175 22	.....	.....
50,000 00	.....	.....	14,176 22	.....	.....
\$150,000 00	.....	.....	\$47,213 97	.....	.....

STREET.

\$1,400 00	.....	.....	\$1,400 00	.....	.....
5,270 00	.....	.....	5,270 00	.....	.....
10,000 00	.....	\$996 78	996 78	.64	.....
2,000,000 00	.....	.....	15,000 00	3.50	.....
500,000 00	.....	.....	7,774 58	7.75	.....
700 00	\$450,000 00	.....	.....	2.00	.....
50,000 00	50,000 00	.....	.....	4.61	.....
50,000 00	50,000 00	.....	100,000 00	.....	.....
2,000 00	.....	2,155 98	4,155 98	1.75	.....
5,000 00	.....	.....	1,500 00	1.50	.....

TABLE F —

ROADS NOT IN OPERATION —

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.
<hr/> Sackett Street Railroad, from Hamilton Ferry, Brooklyn, to Ninth avenue, via Sackett street, with branches..... Secretary, Thomas E. Stewart; General Office, No. 203 Broadway, New York city. Staten Island Sea Beach Railroad, running over the Sea Side boulevard, Staten Island President, Adolph L. King; General Office, Rosebank, Richmond county, N. Y. Thirty-fourth Street Railroad, foot of West Thirty-fourth street to ferry at foot of East Thirty-fourth street, New York city..... Secretary, De Witt J. Apgar; General Office, 45 William street, New York city. Thirty-fourth Street Ferry and Eleventh Avenue Railroad, certain streets in New York city.... President, D. D. Conover; General Office, 45 William street, New York city. Twenty-eighth and Twenty-ninth Streets Railroad, from North river terminus to East river terminus, New York city..... Secretary, De Witt J. Apgar; General Office, 45 William street, New York city. <hr/>

*(Concluded).***SURFACE STREET.***Cost of Road and Equipment, Miles Projected and Miles Built.*

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$2,500 00	\$7,000 00	.....	.....	.....	.....
800 00	.....	.....	.....	8.00	.....
100,000 00	600,000 00	.....	\$899,100 00	5.00	.....
1,200,000 00	700,000 00	.....	1,899,300 00	.....	.....
500,000 00	500,000 00	.....	499,600 00	5.00	.....
\$4,497,170 00	\$2,867,000 00	\$3,152 71	\$3,283,797 29	36.75	.....

TABLE G.

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	* For year ending June 30, 1892.
<i>Capital Stock and Debt.</i>		
Capital stock issued.....	\$646,712,852 69	\$699,889,898 48
Funded debt.....	688,450,067 28	808,984,865 11
Floating debt.....	64,085,665 04	89,750,526 07
Total stock and debt.....	\$1,344,198,084 96	\$1,598,575,289 66

<i>Assets.</i>		
Cost of road and equipment.....	\$1,270,265,168 12	1,898,880,501 00
Permanent investments, supplies, cash and current assets.....	184,124,819 10	261,178,154 88
Total assets.....	\$1,404,389,482 22	\$1,660,058,655 88

Earnings from Operation.

	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.
From passenger transportation.....	\$47,747,602 18		\$54,889,199 08	
From freight transportation.....		\$109,694,308 15		\$146,895,618 89
From mail transportation.....	8,754,792 68		4,132,742 41	
From express transportation.....	8,909,794 44		4,517,428 92	
From miscellaneous sources.....	1,788,704 88	2,122,302 54	1,821,588 75	2,202,222 98
Gross earnings from operation.....	\$67,195,898 58	\$111,816,610 69	\$65,340,904 11	\$148,657,841 87
Operating expenses.....	87,446,481 96	76,081,864 91	45,496,960 97	97,867,494 70
Net earnings from operation.....	\$19,749,411 57	\$35,734,745 78	\$19,843,963 14	\$50,790,347 17

Income Account.

Gross earnings from operation, as above.....	\$169,012,504 22	\$218,998,745 98
Less operating expenses.....	118,528,846 87	148,864,445 67
Net earnings from operation.	\$55,484,157 85	\$70,684,800 81
Add income from other sources..	4,965,168 92	6,875,595 64
Gross Income from all sources	\$60,449,321 27	\$77,009,895 95

* Seventy per cent and upwards of the apparent increase of grand totals in 1892 is due to the fact that the operations of the entire Philadelphia and Reading system are embraced in the 1892 figures, whereas in 1891 only a very small portion of such system, lying wholly in New York State and operating its own lines until date of the lease to the Philadelphia and Reading, December 1, 1891, is included in totals for that year.

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Deductions from Gross Income.</i>		
† Interest	\$21,264,815 48	\$27,246,668 17
* Rentals of leased lines	16,854,120 41	23,781,029 52
Taxes	6,087,549 96	6,264,158 96
Miscellaneous	1,427,472 92	1,765,222 14
Total deductions from Gross Income....	\$45,188,458 77	\$59,057,078 79
Net Income from all Sources	\$15,815,862 50	\$17,952,822 16
<i>Payments from Net Income.</i>		
† Dividends	\$12,358,240 20	\$13,720,302 10
Miscellaneous	94,438 62	1,881,855 97
Total payments from net income	\$12,452,678 82	\$15,551,658 07
Surplus	\$2,868,183 68	\$2,401,164 09
<i>Mileage.</i>		
Miles of road built and operated, main line..	12,947.22	14,560.84
Miles of additional track	8,700.24	4,594.98
Miles of sidings	5,258.68	6,886.55
Total miles of track	21,906.14	25,991.87
Miles of road in New York State	7,651.17	7,770.36
Miles of track in New York State	18,214.68	18,808.87
<i>Equipment.</i>		
Locomotives, 8 drivers	612	650
Locomotives, 6 drivers	1,450	8,047
Locomotives, 4 drivers	2,874	2,851
Total number of locomotives	4,936	6,548
Cars, first-class passenger	8,728	4,474
Cars, second-class passenger	620	810
Cars, baggage, mail and express	1,287	1,651
Total number of cars for passenger traffic	5,585	6,985
Total number of cars for freight traffic	183,067	275,863

* Used by lessors, as follows (see Table D):

	June 30, 1891.	June 30, 1892.
Interest	\$7,904,005 73	\$1,291,839 84
Dividends	3,881,616 78	4,291,046 46
Not designated	4,618,497 90	11,198,643 22
Total rental of leased lines	\$16,854,120 41	\$23,781,029 52
† Total interest as per above table and note	\$39,168,321 21	\$35,538,008 01
† Dividends as per above table	\$12,358,240 20	\$13,720,302 10
Portion of rentals of leased lines paid in dividends by lessors, as per note on preceding page	3,881,616 78	4,291,046 46
	\$16,189,856 98	\$18,011,348 56

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892

SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Traffic and Mileage Statistics.</i>		
Number of passengers carried, "through" ..	6,110,459	20,156,686
Number of passengers carried, "local"	119,801,841	182,985,404
Total number of passengers carried	125,911,800	153,142,090
Number of passengers carried one mile	2,578,940,299	2,960,466,765
No. of tons of freight carried, "through" ..	56,794,578	82,918,874
No. of tons of freight carried, "local"	57,457,761	78,251,068
Total number of tons of freight carried ..	114,252,834	156,164,487
No. of tons of freight carried one mile	14,577,616,629	19,460,098,145
Passenger train mileage	48,699,996	57,906,712
Freight train mileage	68,447,897	89,406,687
All other train mileage	25,569,816	29,894,246
Total train mileage	142,717,709	177,207,645
<i>Per passenger per mile :</i>		
Passenger earnings (cents)	2.22	2.21
Passenger expenses (cents)	1.45	1.54
Passenger profit (cents)	0.77	0.67
<i>Per passenger train mile :</i>		
Passenger earnings	\$1 17	\$1 18
Passenger expenses	77	79
Passenger profits	40	84
<i>Per ton of freight per mile :</i>		
Freight earnings (cents)	0.7670	0.764
Freight expenses (cents)	0.5219	0.508
Freight profit (cents)	0.2451	0.261
<i>Per freight train mile :</i>		
Freight earnings	\$1 68	\$1 66
Freight expenses	1 11	1 09
Freight profit	52	57
<i>Per mile of road operated :</i>		
Passenger earnings	\$4,417 62	\$4,487 59
Passenger expenses	2,892 24	3,124 72
Passenger profit	1,525 38	1,362 87
Freight earnings	8,686 84	10,209 78

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Per mile of road operated (Continued).</i>		
Freight expenses	\$5,876 31	\$6,721 51
Freight profit.....	2,760 08	8,488 27
Gross earnings from operation.....	18,053 96	14,697 87
Operating expenses	8,768 55	9,846 28
Net earnings from operation	4,285 41	4,851 14
Cost of maintenance of way and structures	1,638 68	1,807 50
Cost of maintenance of equipment.....	1,433 25	1,609 57
Cost of conducting transportation.....	4,552 49	5,058 41
General expenses	1,144 18	1,870 75
Average number of employees	9.44	10.54
Average number of passengers per train.....	53	51
Average miles each passenger was hauled ..	20.48	19.83
Average number of tons of freight per train.....	212.97	216.54
Average miles each ton was hauled	127.59	124.61
Average number of employees during year ..	122,196	153,456
*Percentage of net income to capital stock..	02.96	03.18
Percentage of dividends declared to capital stock	02.50	02.72
Percentage of gross income to cost of road and equipment	04.76	05.50
Percentage of operating expenses to gross earnings from operation	67.17	66.99
Percentage of passenger expenses to passenger earnings.....	65.47	69.63
Percentage of freight expenses to freight earnings	67.33	65.83

*As the cost of road and equipment, capital stock and debt of lessor companies are included with operating companies under those heads respectively, the income of such lessor companies should be included in any computations based on those accounts; therefore the percentage of net income to capital stock is computed on the following basis:

	June 30, 1891.	June 30, 1892.
Net income as herein above shown.....	\$15,815,862 50	\$17,952,622 16
Add portion of rentals used by lessors for dividends, as before shown in note (dividends not being a fixed charge).....	3,831,616 78	4,291,046 46
Total net income of operating and lessor companies	\$19,147,479 28	\$22,243,668 62

TABLE G—(Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

ELEVATED STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Capital Stock and Debt.</i>		
Capital stock	\$57,416,332 54	\$57,427,832 54
Funded debt.....	55,077,870 00	56,665,020 00
Floating debt.....	8,405,558 50	8,749,966 76
Total stock and debt ...	\$115,899,761 04	\$117,842,819 30
<i>Cost of Road and Equipment</i>	\$80,470,602 88	\$82,261,862 12
<i>Earnings from Operation.</i>		
From passenger operation....	\$12,594,737 28	\$18,866,397 53
From mail transportation	5,000 00	5,000 00
From miscellaneous sources	42,697 88	48,524 97
Gross earnings from operation	\$12,642,435 16	\$18,414,922 50
Operating expenses	6,700,578 46	7,027,063 79
<i>Net Earnings from Operation.</i>	\$5,941,856 70	\$6,887,858 71
<i>Income Account.</i>		
Net earnings from operation, as above.....	\$5,941,856 70	\$6,887,858 71
Income from other sources.....	126,248 56	149,868 44
<i>Gross Income from all Sources</i>	\$6,068,105 26	\$6,587,727 15
<i>Deductions from Gross Income.</i>		
Interest	\$2,593,119 56	\$2,757,888 57
Rentals of leased lines.....	117,500 00	12,000 00
Taxes and miscellaneous	522,438 21	566,748 68
Total deductions from Gross Income....	\$3,233,057 77	\$3,336,637 25
<i>Net Income from all Sources</i>	\$2,835,047 49	\$3,201,594 90
<i>Payments from Net Income.</i>		
Dividends	\$1,620,000 00	\$1,800 000 00
<i>Surplus.</i>	\$1,215,047 49	\$1,401,594 90
<i>Mileage.</i>		
Miles of main line and branches	61.96	61.57
Miles of additional track	72.67	72.28
Miles of sidings.....	22.76	22.81
Total miles of track.....	157.39	156.66

TABLE G—(Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

ELEVATED STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Equipment.</i>		
Locomotives	459	460
Cars, first-class passenger	1,414	1,414
Cars, service	49	49
<i>Miscellaneous Statistics.</i>		
* Miles run by trains	12,668,169	13,048,104
Number of passengers carried	251,904,593	267,888,400
<i>Per passenger carried:</i>		
Gross earnings from operation (cents)...	5.02	5.02
Operating expenses (cents)	2.66	2.68
Net earnings from operation (cents).....	2.36	2.39
<i>Per mile of road operated:</i>		
Gross earnings from operation	\$204,041 88	\$217,880 88
Operating expenses	108,143 62	114,181 80
Net earnings from operation	95,898 26	103,749 58
Cost of maintenance of way and structures	10,086 61	9,689 70
Cost of maintenance of equipment	12,255 88	14,479 79
Cost of conducting transportation	75,879 81	78,489 62
General expenses	10,421 87	11,522 19
Average number of employees during year...	6,490	6,675
† Percentage of net income to capital stock..	06.03	06.81
† Percentage of dividends declared to capital stock	08.45	08.88
Percentage of gross income to cost of road and equipment	07.54	07.95
Percentage of operating expenses to gross earnings from operation	58.00	52.88

* In addition to this, which is "passenger" mileage, 40,571 "other mileage" is reported for year ending June 30, 1891, and 16,103 miles for year ending June 30, 1892.

† These computations are made on the following basis:

Manhattan Elevated (Consolidated stock)	\$30,000,000 00
Brooklyn Elevated stock	13,288,600 00
Tukon	800,000 00
Kings County Elevated	3,250,000 00
Sea View	190,752 54
	<u>\$47,024,852 54</u>

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STREET RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Capital Stock and Debt.</i>		
Capital stock issued.....	\$46,835,066 70	\$54,660,096 78
Funded debt	89,375,245 81	48,659,252 88
Floating debt.....	4,611,670 96	7,876,409 99
Total stock and debt....	\$90,821,983 47	\$106,195,759 65
<i>Cost of Road and Equipment.....</i>	<i>\$85,320,026 92</i>	<i>\$96,664,470 07</i>
<i>Earnings from Operation.</i>		
From passenger transportation	\$20,078,873 58	\$21,416,208 16
From miscellaneous sources	80,100 08	108,025 78
Gross earnings from operation.....	\$20,158,973 66	\$21,519,228 94
Operating expenses	14,914,204 72	15,715,179 17
Net Earnings from Operation.....	\$5,239,768 94	\$5,804,049 77
<i>Income Account.</i>		
Net earnings from operation, as above.....	\$5,239,768 94	\$5,804,049 77
Income from other sources	408,970 85	440,408 05
Gross Income from all Sources.....	\$5,648,739 79	\$6,244,458 82
<i>Deductions from Gross Income.</i>		
Interest	\$1,704,391 95	\$2,037,556 09
*Rentals of leased lines.....	617,901 92	598,611 25
Taxes.....	938,676 22	1,039,500 74
Miscellaneous.....	182,903 14	55,275 61
Total deductions from Gross Income....	\$3,393,873 23	\$3,730,943 69
Net Income from all Sources	\$2,254,866 56	\$2,513,509 13

*Used by lessors as follows (see Table D):

	June 30, 1891.	June 30, 1892.
Interest.....	\$816,800 00	\$294,050 00
Dividends.....	281,800 00	292,717 00
Not designated	19,801 92	11,844 25
	\$617,901 92	\$598,611 25
Total interest as per the above table and note	\$2,020,691 95	\$2,331,666 69

TABLE G — (Concluded).

ABSTRACT OF REPORT OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STREET RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Payments from Net Income.</i>		
*Dividends	\$1,875,246 22	\$1,979,538 87
Miscellaneous	727 10	22,551 50
Total payments from net income	\$1,875,973 32	\$2,002,085 87
Surplus ..	\$378,898 24	\$511,423 76
<i>Mileage.</i>		
Miles of road built and operated	660.67	713.86
Miles of additional track and sidings	428.77	460.26
Total miles of track	1,084.44	1,174.12
<i>Equipment.</i>		
Horses	27,138	29,449
Cars, dummy, with engines	84	33
Cars, passenger	6,021	6,338
Electric motor cars	374	781
<i>Miscellaneous Statistics.</i>		
Number of passengers carried	410,720,306	433,965,854
<i>Per passenger carried:</i>		
Gross earnings from operation (cents)...	4.91	4.96
Operating expenses (cents)	3.63	3.62
Net earnings from operation (cents)	1.28	1.34
<i>Per mile of road operated:</i>		
Gross earnings from operation	\$30,505 36	\$30,144 89
Operating expenses	22,574 36	22,014 87
Net earnings	7,931 00	8,130 52
Percentage of net income to capital stock ...	05.47	04.6
Percentage of dividends declared to capital stock	04.65	04.1
Percentage of gross income to cost of road and equipment	06.62	06.46
Percentage of operating expenses to gross earnings from operation	74.00	78.03
Average number of employees during year .	15,803	17,476

June 30, 1891. June 30, 1892.

Total dividends as per above table and note, preceding page

\$2,157,046 22

\$2,272,250 89

TABLE H.*

Railroad Companies organized since July 1, 1882, from which no reports have been received for year ending June 30, 1892.

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STREAM ROADS—SURFACE.

NAME.	Date of charter.	Remarks.
Adirondack Extension	April 30, 1881	Never made a report.
Adirondack and St. Lawrence.....	Dec. 11, 1880	Never made a report.
Albany Terminal	Feb. 6, 1882	Letter filed with Board of R. R. Commissioners October 2, 1882.
Attica and Arcade	Feb. 28, 1870	Corporate existence removed by chap. 477, Laws of 1880. See R. R. Comm's Rep., 1882.
Attica, Lockport and Lake Ontario	Nov. 24, 1882	Last report made was for year 1881.
Baldwinsville Branch	July 7, 1882	Last report made was for year 1881.
Batavia, Albion and Lake Ontario.....	June 25, 1882	Last report made was for year 1881.
Binghamton and Southwestern	Jan. 18, 1887	Consolidated with Will'sport and Northampton Dec. 17, 1887, as the Will'sport & Bingham.
Binghamton and State Line	May 12, 1882	Never made a report.
Branchport and Penn Yan	March 17, 1882	Never made a report.
Brookfield	June 18, 1882	Last report made was for year 1881.
Brooklyn Bridge and South Shore	March 6, 1884	Last report made was for year 1881.
Brooklyn and Long Island Cable	March 18, 1884	Last report made was for year 1881.
Brooklyn and Long Island Trunk Line	March 21, 1882	Last report made was for year 1881.
Buffalo Dock and Connecting	Jan. 6, 1880	Never made a report.
Buffalo and Geneva (No. 1)	Jan. 19, 1882	Never made a report.
Buffalo and Geneva (No. 2)	Feb. 25, 1882	Merged in Lehigh Val. Ry. Co., June 25, 1882.
Buffalo and Great Western	April 12, 1882	Property sold and charter forfeited.
Buffalo Harbor	Nov. 25, 1882	Last report made was for year 1881.
Buffalo, Lackawanna and Pacific	March 25, 1882	Never made a report.
Buffalo and South Park Belt Line	June 25, 1887	Last report made was for year 1881.
Buffalo, Thousand Islands and Cortland	May 25, 1880	Last report made was for year 1881.
Buffalo, Williamsville and Northern	June 8, 1881	Never made a report.
Buffalo and Williamsville	March 25, 1882	Last report 1881. See letter filed with Board of R. R. Commissioners January 25, 1882.
Candor, Watertown and Northern	Dec. 17, 1880	Never made a report.
Canton and Waddington	March 15, 1884	Never made a report.
Cedarhurst	Nov. 25, 1884	Last report made was for year 1881.
Central New York and Southwestern	May 7, 1887	Pittsburgh, Lack & West., under new name.
Charlotte and Lake View	July 25, 1887	Last report filed was for year 1881.
City Railway Company of New York	March 21, 1882	Never made a report.
Columbia and Remond	June 15, 1882	Last report made was for year 1881.
Davenport	Sept. 8, 1882	See letter filed with Board of R. R. Commissioners December 7, 1882.
Davenport, Middleburgh & Durham	April 25, 1882	Never made a report.
Delaware & North River	July 6, 1882	Last report made was for year 1881.
Delth and Hudson River	Dec. 9, 1882	Never made a report.
Dexter and Ontario	Sept. 27, 1882	Never made a report.
Dundee and Niagara	Nov. 9, 1882	Never made a report.
Dundee and Niagara	April 21, 1882	Never made a report.
Dundee and Niagara	Feb. 14, 1882	Last report made was for year 1881.
Dundee and Niagara	April 6, 1882	Never made a report.
Dundee and Niagara	Feb. 18, 1882	Never made a report.
Dundee and Niagara	Feb. 18, 1882	Last report made was for year 1881.
Dundee and Niagara	March 25, 1881	Last report made was for year 1881.
Dundee and Niagara	Jan. 14, 1882	Last report made was for year 1881.
Dundee and Niagara	June 8, 1884	Never made a report.
Dundee and Niagara	July 6, 1887	Last report made was for year 1881.
Dundee and Niagara	Dec. 25, 1882	Last report made was for year 1881.
Dundee and Niagara	Dec. 25, 1882	Last report made was for year 1881.
Dundee and Niagara	May 25, 1882	Never made a report.
Dundee and Niagara	April 27, 1881	Never made a report.
Dundee and Niagara	Aug. 23, 1880	Last report made was for year 1881.
Dundee and Niagara	April 12, 1882	Never made a report.
Dundee and Niagara	July 25, 1884	Unverified statements filed with Board of R. R. Commissioners December 23, 1884.
Greenwood Lake and Port Jervis	May 25, 1882	Never made a report.
Hancock and Pennsylvania	April 8, 1882	Merged in Ontario, Carbonate and Scranton October 3, 1882.
Hancock and State Line	March 14, 1882	Articles of association defective; re-incorporated as Hancock and Pennsylvania.
Hudson River	Oct. —, 1882	Last report made was for year 1881.
Hudson River Rapid Transit	Jan. 15, 1881	Never made a report.
Herkimer, Newport and Poland Exten	Sept. 10, 1881	Consolidated in Mohawk and Malone.
Highland Junction	Aug. 8, 1881	Last report made was for year 1881.
Hudson Connecting	Jan. 25, 1887	Consolidated with the Poughkeepsie and Coon., as the Co. New England & West.
Hudson River and Boston	July 14, 1882	Last report made was for year 1881.

* For companies organized prior to July 1, 1882, see Table H in former reports of this Board. See, also "Alphabetical List of Companies formed under the Laws of this State," in Vol. I, Report of Railroad Commissioners.

TABLE H — (Continued).
ROADS NOT BUILT, OR BUT PARTIALLY BUILT.
STEAM ROADS—SURFACE.

NAME.	Date of charter.	Remarks.
Jamestown Short Line.....	May 25, 1886	Never made a report.
Johnsonville and Rutland.....	June 11, 1890	Never made a report.
Kingston and Utica.....	May 14, 1892	
Kinderhook, Valatie and Niverville.....	Jan. 15, 1887	Last report made was for year 1887.
Kinderhook, Valatie and Stuyvesant.....	July 26, 1887	Last report made was for year 1887.
Kingston, Warwick and Easton.....	Sept. 5, 1883	Last report made was for year 1887.
Lake Mahopac and Connecticut.....	Oct. 19, 1886	Last report made was for year 1891.
Lewiston and Youngston.....	May 11, 1892	
Lima and Honeoye Falls.....	March 28, 1892	
Little Falls and Dolgeville.....	Feb. 20, 1891	Never made a report.
Little Falls, Hornesville & Otsego Lake Narrow Gauge.....	June 18, 1889	Last report made was for year 1891.
Little Falls, Dolgeville and Plisco Lake.	Feb. 7, 1883	Abandoned. See R. R. Comm'r's Rep., 1894.
Lockport and Northern.....	March 30, 1889	Last report made was for year 1889.
Long Island and New York Terminal....	Feb. 27, 1892	
Long Island City and Sea Beach.....	March 18, 1896	Last report made was for year 1888. See letter filed December 24, 1890.
Malone and Canada.....	June 1, 1883	Reported in 1883 that nothing had been done.
Malone and St. Lawrence.....	Sept. 10, 1891	
Manhattan Beach Extension.....	Dec. 16, 1882	Last report made was for year 1884.
Metropolitan Underground (Cable).....	Jan. 19, 1891	Never made a report.
Middlesex Valley.....	May 12, 1892	
Mohawk and Adirondack.....	May 5, 1891	Never made a report.
Mohawk and St. Lawrence.....	Dec. 30, 1890	Never made a report.
Mohawk and Susquehanna Valley.....	June 20, 1887	See letter filed with Board, December 31, 1888.
Mohawk Valley and Northern.....	Oct. 31, 1890	Never made a report.
Monticello and Fallsburgh.....	May 12, 1888	Never made a report.
Never sink Valley.....	April 30, 1889	Never made a report.
Newburgh and Poughkeepsie.....	March 3, 1887	Last report made was for year 1887.
New England and Southwestern.....	April 22, 1885	Last report made was for year 1886.
New England and Western.....	June 6, 1887	Last report made was for year 1888.
New Jersey and Staten Island Junction.	Dec. 14, 1886	Never made a report.
New York Bay and Extension.....	Jan. 26, 1892	
New York Arcade.....		See p. 596, vol. II, Report of 1885.
New York and Brooklyn (Cable).....	April 30, 1891	Never made a report.
New York and Boston.....	March 30, 1892	
New York Connecting.....	April 21, 1892	
New York Cable.....	April 22, 1884	Last report made was for year 1887.
New York City and Westchester.....	April 18, 1887	Last report made was for year 1890.
New York, Danbury and Boston.....	Aug. 14, 1883	Last report made was for year 1889.
New York District.....	Dec. 28, 1885	Last report made was for year 1889.
New York and East River.....	Dec. 16, 1881	Last report made was for year 1889.
New York Harbor.....	Jan. 15, 1887	Never made a report.
New York and Jersey City (Cable).....	April 30, 1891	Never made a report.
New York, New Jersey and Eastern.....	June 6, 1892	
New York and Long Island.....	July 30, 1887	Never made a report.
New York and New Jersey Terminal....	Feb. 2, 1891	Never made a report.
New York Northern No. 1.....	April 23, 1886	Last report made was for year 1891.
New York Northern No. 2.....	June 25, 1888	Never made a report.
New York and Queens County Tunnel...	Dec. 7, 1891	
New York, Richmond Sp'gs and C'perst'n.	Dec. 15, 1882	Last report made was for year 1884.
New York and South Beach.....	April 30, 1891	Never made a report.
New York and Yonkers.....	Feb. 12, 1892	
Niagara Falls and La Salle.....	May 17, 1890	Never made a report.
Niagara Falls and Lewiston.....	Oct. 8, 1890	Never made a report.
Niagara Falls and Whirlpool.....	Jan. 7, 1886	Cap. surrendered to Niag. Falls & Lewiston.
Niagara Shore Terminal.....	Jan. 28, 1891	Never made a report.
Niagara Junction.....	May 27, 1892	
Oneida, Oneonta and New York.....	Aug. 20, 1889	Last report made was for year 1891.
Oneida Lake.....	Sept. 9, 1890	Never made a report.
Oneonta and Otego Valley.....	Sept. 10, 1887	See letter filed with Board December 31, 1888.
Ossining.....	March 24, 1888	Last report made was for year 1889.
Ottawa, St. Lawrence and Schenectady.	Feb. 10, 1885	Never made a report.
Ottawa, Waddington and New York Railway and Bridge Co.....	Jan. 2, 1884	Never made a report.
Oyster Bay Extension.....	Aug. 31, 1886	Road built and operated by Long Island R.R. Co. See report 1889, Long Island R. R. Co.
Pekskill Valley.....	May 24, 1887	Never made a report.
Pople's Rapid Transit.....	Sept. 11, 1888	Never made a report.
Port Amboy.....	May 5, 1885	Never made a report.
Pittsburgh, Chautauqua and Lake Erie.	Jan. 27, 1888	Consolidation of the Warren, Sugar Grove and Mayville of New York with company of same title of Pennsylvania.
Pittsburgh, Lackawanna and Western..		Changed to Cen. New York and So. Western.
Poughkeepsie Bridge.....	June 5, 1888	Last report made was for year 1888.
Poughkeepsie and Connecticut.....	Sept. 14, 1888	Consolidated with Hudson Connecting under title of Central New England and Western.
Poughkeepsie Connecting.....	Jan. 28, 1887	Last report made was for year 1887.
Poughkeepsie and Delaware Valley.....	Feb. 16, 1887	Last report made was for year 1888.
Poughkeepsie, Hartford and N. England.	Sept. 10, 1887	Consolidated with Poughkeepsie and South- western as Penn., Poughkeepsie & Boston.

TABLE H — (Continued).
ROADS NOT BUILT, OR BUT PARTIALLY BUILT.
STEAM ROADS — SURFACE.

NAME.	Date of charter.	Remarks.
Poughkeepsie and Southeastern	Sept. 1, 1886	Last report made was for year 1886.
Poughkeepsie and Southwestern	March 9, 1883	Consolidated with Poughkeepsie, Hartford and N. Eng. as Penn., P ^h keepsie and Boston.
Poughkeepsie Terminal	May 19, 1887	Last report made was for year 1887.
River Bridge	Jan. 9, 1891	Never made a report.
Rochester, Honeoye Valley	Jan. 14, 1888	Last report made was for year 1891.
Rochester and Lake Beach	Feb. 1, 1888	Reorganization of Rochester and Ont. belt, which was sold on foreclosure Aug. 8, 1887. Capital of the new company subsequently surrendered to R., W. and O. Terminal.
Rochester Terminal	June 22, 1886	Letter filed with Railroad Commissioners, Sept. 20, 1889, stating company to be defunct.
Rockaway Electric	Dec. 27, 1884	Never made a report.
Rome and Boonville	Oct. 13, 1882	Last report made was for year 1884.
Rome and Carthage	Aug. 10, 1888	Never made a report.
Rome and Sylvan Beach	April 20, 1888	Never made a report.
Rondout Valley	Sept. 9, 1890	Never made a report.
Saranac and Lake Placid	June 13, 1890	Never made a report.
Saratoga and St. Lawrence Extension	April 22, 1891	Never made a report.
Schenectady and Albany	Jan. 27, 1890	Last report made was for year 1891.
Syracuse and Oneida Lake	Oct. 10, 1891	
Sea Beach and Sheepshead Bay	Aug. 24, 1886	Never made a report.
Seneca County	Feb. 24, 1891	Never made a report.
Silver Creek and Dunkirk	Nov. 11, 1890	Never made a report.
South Brooklyn and Flatbush	Sept. 29, 1886	Name changed to South Brooklyn Railroad and Terminal, October 6, 1887.
St. Regis and Salmon River	March 15, 1892	
St. Lawrence	March 16, 1892	
South Ferry and Sea Side Direct Transit	Aug. 13, 1881	Consolidated with Brooklyn Sub. Railway Co., March 5, 1886.
St. Lawrence and Adirondack	Sept. 10, 1891	
Squaw Island	Feb. 20, 1884	Last report made was for year 1884.
State Line and Stony Point	March 6, 1886	Never made a report.
Staten Island Northern	March 16, 1886	Last report made was for year 1888. See letter filed Dec. 24, 1889.
Staten Island Terminal	Feb. 13, 1883	Never made a report.
Syracuse and Ontario	Nov. 28, 1881	Never made a report.
Syracuse, Phoenix and Ontario	Jan. 8, 1883	Never made a report.
Syracuse and South Bay	July 10, 1886	Last report was made for year 1887.
Terminal Underground	March 26, 1886	Never made a report.
Terminal Union	Aug. 21, 1889	Never made a report.
Ticonderoga	Dec. 13, 1889	Never made a report.
Troy and Averill Park	Oct. 8, 1886	Last report made was for year 1887.
Troy and New England	Dec. 27, 1889	Never made a report.
Twenty-third Street District	Dec. 29, 1885	Last report made was for year 1889.
Unadilla Valley		Last report made was for year 1891.
United States Harvey Way Com. Co.		See chapter 555, Laws of New York, 1889.
Utica and Unadilla Valley	Sept. 12, 1888	Last report made was for year 1890.
Utica, Adirondack and Saratoga	May 5, 1888	Last report made was for year 1888.
Warren, Sugar Grove and Mayville	March 21, 1885	Consolidated February 27, 1888, with company of same name in Pennsylvania as the Pittsburgh, Chautauqua and Lake Erie.
Wellsville and Filmore	Nov. 28, 1881	Never made a report.
Wellsville, Honeoye and Ceres	March 3, 1892	Never made a report.
West Brooklyn	May 2, 1887	Reorganization of New York and Atlantic.
Westfield and Chautauqua	July 8, 1886	Merged in Chautauqua Lake R. R. Co., Dec. 29, 1886.
Westchester and Putnam	Sept. 29, 1891	
West Shore and International Bridge	May 23, 1882	Never made a report.
West Davenport	Feb. 25, 1891	Never made a report.
Williamsport and Binghamton	Dec. 17, 1887	Last report made was for year 1890.
Williamsville, Marlborough and Buffalo	Jan. 27, 1888	Last report made was for year 1888.
Wilson Terminal	Nov. 14, 1889	Never made a report.
Windsor Beach and Ontario	Nov. 30, 1887	Capital stock of this company surrendered to Rome, Watertown and Ogdensburg Terminal, Feb. 21, 1888.
Youngstown and Buffalo	Jan. 21, 1888	Never made a report.

STEAM ROADS — ELEVATED.

Central	March 6, 1886	Corporation dissolved by order of Sup. Court entered in Kings Co., March 2, 1889.
High Bridge	May 25, 1883	Sold by sheriff. See R. R. Com'rs Report 1883

SURFACE STREET ROADS — HORSE, ELECTRIC AND CABLE.

Amsterdam Electric	June 20, 1888	Never made a report.
Astoria	Nov. 16, 1891	
Atlantic Cable	Sept. 24, 1888	Never made a report.
Astoria, Blissville and Cavalry Cemetery	Dec. 8, 1891	

TABLE H — (Continued).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

SURFACE STREET ROADS — HORSE, ELECTRIC AND CABLE.

NAME.	Date of charter.	Remarks.
Auburn and Owasco Lake Electric.....	June 29, 1889	Never made a report.
Boutenberg.....	March 17, 1886	Last report made was for year 1886.
Bridge Tunnel.....	March 17, 1886	Consolidated with the Brooklyn Sub. Ry. Co., March 5, 1886.
Broadway.....	May 8, 1884	Last report made was for year 1886.
Broadway.....	Oct. 16, 1890	Never made a report.
Broadway, Lexington and Fifth Avenue.....		Last report made was for year 1884.
Brook Avenue.....	Aug. 14, 1882	Last report made was for year 1885.
Brooklyn Annex.....	Dec. 24, 1885	Last report made was for year 1887.
Brooklyn Bridge and South Ferry.....	Oct. 29, 1887	Never made a report.
Brooklyn Cable.....		Last report made was for year 1888.
Brooklyn and Jersey City Ferry.....	July 26, 1884	Never made a report.
Brooklyn Heights.....	April 1, 1887	Never made a report.
Brooklyn Heights Cable.....	March 19, 1886	Never made a report.
Brooklyn Suburban.....	March 7, 1887	Never made a report.
Broome and Delancey Street Crosstown.....	Jan. 16, 1886	Never made a report.
Broome, Delancey and Spring Street.....	Sept. 8, 1885	Never made a report.
Buffalo and East Aurora Electric.....	April 20, 1892	
Buffalo and Hamburg.....	March 31, 1892	
Buffalo Electric and Cable Street.....	Oct. 7, 1889	Never made a report.
Buffalo and Williamsville Electric.....	Aug. 10, 1891	
Buffalo and Lancaster Electric.....	Feb. 23, 1892	
Buffalo, Bellevue and Lancaster.....	March 1, 1892	
Buffalo, Kenmore and Tonawanda Elec.....	Sept. 26, 1891	
Buffalo, North Main St., and Tona. Elec.....	March 26, 1892	
Buffalo, Tonawanda and Niagara River.....	April 21, 1890	Never made a report.
Burnett Street Car Co.....	July 17, 1886	Last report made was for year 1887.
Canisteo Valley Electric.....	Dec. 28, 1891	
Capitol.....	May 4, 1891	
Catskill City.....	May 20, 1885	Last report was made for year 1887.
Chambers Street.....	June 12, 1884	Never made a report.
Citizens'.....	Oct. 19, 1885	Never made a report.
Citizens' Electric (Buffalo).....	Nov. 15, 1887	Never made a report.
Citizens' Railway of Jamestown.....	Nov. 17, 1890	
Citizens' Street.....	Aug. 23, 1890	
Citizens' Street R. R. Co. of Rochester.....	May 16, 1885	Never made a report.
Citizens' Surface (Hornellsville).....	Feb. 20, 1888	Last report made was for year 1888.
Coney Island Electrical.....	June 2, 1887	Never made a report.
Coney Island, Fort Hamilton and B'klyn.....	Jan. 27, 1892	
Corning and Painted Post.....	June 28, 1886	Never made a report.
Crescent (Long Island City).....	May 22, 1892	
Cayadutta Electric.....	Feb. 27, 1892	
Depot Belt Line.....	April 28, 1890	Never made a report.
Dunkirk and Fredonia Rapid Transit.....	Jan. 19, 1891	Never made a report.
East Chester.....	May 29, 1886	Never made a report.
East and North River.....	June 14, 1884	Last report made was for year 1884.
East and West (New York city).....	April 4, 1890	Never made a report.
East River and Newtown.....	March 9, 1885	Never made a report.
East River, Cen. Park and North River.....	Nov. 15, 1889	Last report made was for year 1890.
East Side (Elmira).....	July 29, 1891	
East Side of Rochester.....	July 7, 1887	Never made a report.
Eleventh Ward (Syracuse).....	March 7, 1889	Never made a report.
East and West Ferries.....	April 27, 1887	Never made a report.
Eighth Ward (Syracuse).....	Nov. 6, 1889	Never made a report.
Ferry Crosstown.....	Jan. 16, 1885	Never made a report.
Fifty-ninth Street.....	Dec. 20, 1884	Never made a report.
Fifty-second Street, Fifty-third Street and Eastern Boulevard.....	Jan. 11, 1886	Never made a report.
Flackill and Matteawan.....	Feb. 24, 1886	Last report made was for year 1887.
Flushing and College Point Electric.....	May 9, 1887	Never made a report.
Flushing, Newtown & Long Island City.....	May 25, 1892	
Fonda and Fultonville.....	Oct. 6, 1884	Abandoned.
Fort Plain.....	Nov. 7, 1887	Last report made was for year 1890.
Fulton and Cortlandt Street Ferry.....	Sept. 5, 1884	Never made a report.
Fulton Street Crosstown.....	April 14, 1887	Never made a report.
Fulton and Montgomery Electric.....	March 28, 1892	
Galesville.....	March 13, 1886	Never made a report.
Galesville Electric.....	July 18, 1890	Never made a report.
Galesville Surface.....	June 4, 1891	Never made a report.
Galesville Street Electric.....	Jan. 19, 1891	Last report made was for year 1891.
Gesend, Flatlands, Flatbush & B'klyn.....	Feb. 26, 1890	Never made a report.
Gesend, Brook Avenue and Woodstock.....	Jan. 21, 1890	Never made a report.
Gesend and Kings Bridge.....	Jan. 2, 1892	
Gesend Crosstown.....	Oct. 9, 1886	Never made a report.
Gesend and Riverside Park.....	Aug. 15, 1885	Never made a report.
Gesend River and Woodstock.....	Nov. 30, 1886	Never made a report.
Gesend, Mott Haven and Morris Avenue.....	Jan. 21, 1890	Never made a report.
Gesend.....	Feb. 29, 1888	Never made a report.
Gesendville.....	Jan. 10, 1888	Never made a report.
Gesend and Hoboken.....	Oct. 17, 1886	Never made a report.
Gesend's Point Av. & Calvary Ceme'y.....	Oct. 16, 1888	Never made a report.

TABLE I.

*Statement of Accidents on Surface Street Roads for year ending
June 30, 1892.*

NAME OF ROAD.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany .....	.....	2	.....	.....	2	6	2	10
Atlantic Avenue .....	.....	2	.....	.....	2	3	2	5
Broadway (Brooklyn) .....	.....	2	.....	.....	.....	1	.....	3
Brooklyn City	2	8	2	2	2	11	7	21
Brooklyn City and Newtown	1	1	.....	.....	.....	.....	1	1
Brooklyn Heights .....	.....	7	.....	.....	.....	1	.....	8
Buffalo .....	.....	15	1	1	2	5	9	21
Central Crosstown .....	.....	1	.....	.....	2	.....	3	1
Central Park, North and East River .....	.....	10	.....	.....	.....	4	.....	14
Coney Island and Brooklyn .....	.....	12	.....	.....	2	2	2	14
Crosstown (Buffalo) .....	.....	3	.....	1	2	6	2	10
Dry Dock, East Broadway and Battery .....	.....	2	.....	.....	2	2	2	4
Elghth Avenue	1	4	.....	.....	.....	.....	1	4
Flushing and College Point .....	.....	.....	1	.....	.....	.....	1	.....
Forty second Street and Grand St. Ferry	4	20	.....	.....	.....	.....	4	20
Forty-second St., M'hat'ville & St. N. av. .....	.....	2	.....	.....	2	2	2	5
Glens Falls, Sandy Hill and Ft. Edward .....	.....	2	.....	1	.....	.....	.....	3
Harlem Bridge, Morrisania & Fordham .....	.....	.....	.....	.....	2	2	2	2
Houston, West Street and Pavonia Ferry	1	6	.....	2	9	8	10	16
Jamestown .....	.....	.....	1	.....	.....	.....	1	.....
Kingston City .....	.....	2	.....	.....	1	.....	1	1
Metropolitan Crosstown .....	.....	5	.....	.....	1	3	1	8
Newburgh .....	.....	1	.....	.....	.....	1	.....	2
New York and Harlem .....	.....	2	.....	2	4	2	4	8
Ninth Avenue .....	.....	5	.....	.....	.....	.....	.....	5
Ogdensburg .....	.....	1	.....	.....	.....	.....	.....	1
Oswego .....	.....	.....	.....	.....	2	1	2	1
People's (Syracuse) .....	.....	1	.....	.....	1	2	1	4
Second Avenue	1	6	1	.....	1	.....	3	8
Sixth Avenue .....	.....	1	.....	.....	1	2	1	3
Steinways of Long Island .....	.....	20	.....	.....	.....	1	.....	20
Third Avenue	3	8	.....	.....	.....	.....	3	8
Troy and Lansingburgh .....	.....	2	.....	1	1	2	1	6
Twenty third Street .....	.....	1	.....	.....	.....	2	.....	4
Van Brunt Street and Erie Basin .....	.....	2	.....	.....	.....	.....	.....	2
Utica Belt Line .....	.....	.....	.....	.....	.....	1	.....	1
Totals	12	167	6	10	51	75	70	222

REPORTS
OF
SURFACE STEAM RAILROAD COMPANIES.

ADDISON AND PENNSYLVANIA.

(Date of charter, July 23, 1887.)

This company was formed by a consolidation of the Addison and Pennsylvania Railway Co. of New York and Addison and Pennsylvania Railway Co. of Pennsylvania, and took possession of said railway and property from Addison, N. Y., to Gaines, Pa., on the 1st day of August, 1877.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter.....	7,000	\$700,000	.....
Issued for actual cash, and now outstanding....	5,905	590,500	\$590,500

FUNDED DEBT.

Designation of Lien.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortg. bonds.	Aug. 1, 1887	30	p.c.	Feb. and Aug.	\$300,000 00	\$297,000 00	\$297,000 00
Income mortg. bds.	Aug. 1, 1887	30	6	When earned.	100,000 00	90,998 87	.....
Total .....	.....	.....	.....	.....	\$700,000 00	\$487,998 87	\$397,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry	\$6,614 65	\$10,966 02
Bridges	16,225 70	16,348 82
Superstructure (including ties).....	2,625 92	12,520 47
Rails	4,847 70	23,941 14
Land .....	.....	1,765 00
Passenger and freight stations .....	.....	873 27
Engine and car houses.....	.....	621 08
Shop machinery and tools .....	.....	731 08
Purchase of constructed road and equipment under foreclosure.	.....	1,324,887 49
Grand total cost of road and equipment.....	\$20,318 97	\$1,861,865 71

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Labor in widening roadbed and filling trestles preparatory to changing to standard gauge	\$6,614 65
Bridges and trestles, rebuilt standard gauge.....	16,225 70
3,706 hemlock, oak, chestnut and cedar ties eight feet in length placed in track,	2,625 92
forty-three pounds per yard steel placed in track.....	4,847 70
	<u>\$20,318 97</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$22,229 95
Less operating expenses (excluding all taxes)		59,301 25
Net earnings from operation		\$32,928 00
<i>Income from other sources, as follows, viz.:</i>		
Erle guarantee fund	\$10,308 82	
Automatic weighing machine	13 09	
Sale scrap brass	3 98	
Interest on bonds owned	2,400 00	
		12,630 84
Gross income from all sources		\$45,559 58
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$19,800 04	
Taxes on property used in operation of road	533 49	
Taxes on earnings and capital stock	247 95	
Taxes other than above	51 01	
Interest on floating debt	10,074 77	
		30,707 27
Surplus for year ending June 30, 1892		\$14,842 36

General Income Account.

Surplus for year ending June 30, 1892	\$14,842 36
Deficit up to June 30, 1891	29,036 16
Total deficit June 30, 1892	\$24,193 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS

	Passenger.	Freight.	Total.
Freight, through and local		\$54,157 95	\$54,157 95
Passengers, through and local	\$21,721 02		
Mail	2,777 65		
Express	1,023 32		26,552 00
<i>Miscellaneous as follows viz.:</i>			
Operating N Y and N P R. R.		2,550 00	2,550 00
Total gross earnings	\$25,522 00	\$56,707 95	\$22,229 95

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$217 60	\$652 30	\$870 40
Steel rails laid	13 90	41 71	55 61
Repairs of roadbed	4,606 59	14,689 30	19,686 39
Repairs of bridges (including culverts and cattle guards)	145 90	487 70	633 60
Repairs of stations, shops, docks, etc	89 15	287 45	356 60
Repairs of fences	15 30	45 92	61 22
Total	\$5,376 44	\$16,135 38	\$21,512 38
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$1,050 94	\$3,179 83	\$4,230 77
Repairs of cars	522 87	1,588 65	2,091 52
Repairs of machinery and tools	2 85	8 64	11 69
Total	\$1,565 69	\$4,757 12	\$60,349 81
<i>Conducting transportation</i>			
Wages of conductors and men	\$2,985 28	\$4,150 98	\$6,536 91
Wages of engineers and firemen	1,500 00	5,008 98	6,578 64
Fuel for locomotives	845 15	2,536 45	3,390 61
Oil and waste	143 01	429 05	572 06
Water supply	41 59	124 78	166 37
Other train supplies or expenses	151 61	68 32	219 93
Wages of station agents and clerks	1,146 39	3,489 17	4,565 56
Station supplies	70 54	241 64	332 18
Wages of watchmen flagmen and switchmen	268 87	776 62	1,035 49
Other expenses for conducting transportation	258 87	776 62	1,035 49
Total	\$6,961 62	\$17,061 62	\$24,533 24

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,176 58	\$2,529 60	\$4,706 18
General office expenses and supplies.....	127 18	381 41	508 54
Stationery and printing.....	113 06	339 19	452 25
Legal expenses.....	14 47	43 42	57 89
Loss and damage of freight and baggage.....	13 59	40 78	54 37
Telegraph maintenance and operation.....	196 60	589 81	786 41
Other general expenses.....	86 45	269 35	345 06
Total	\$1,727 83	\$5,183 56	\$6,911 39
Grand total operating expenses.....	\$15,673 58	\$43,627 68	\$59,301 26

General Balance Sheet, June 30, 1892.

ASSETS.		
Cost of road and equipment		\$1,361,365 71
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$1,513 50	
Due by agents.....	1,034 50	
Open accounts.....	1,607 71	
		4,155 71
Profit and loss (deficiency).....		24,198 90
		\$1,389,715 32
LIABILITIES.		
Capital stock.....		\$590,500 00
Funded debt.....		497,989 37
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$59,870 95	
Loans and bills payable.....	251,905 00	
		311,275 95
		\$1,389,715 32

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried.....	64,787
Number of passengers carried one mile.....	906,318
Number of tons of freight carried	78,300
Number of tons of freight carried one mile	2,349,000
Passenger train mileage	45,878
Freight train mileage	42,075
All other train mileage.....	42,408
Total train mileage.....	130,356

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$25,522 00	\$15,673 58	\$9,848 42
Average per passenger carried.....	394	242	152
Average per passenger per mile	0282	0173	0109
Average per passenger train per mile.....	557	342	215
Freight earnings and expenses (including miscellaneous earnings)	66,707 95	43,627 68	23,080 27
Average per ton of freight carried	853	557	295
Average per ton of freight per mile	0284	01857	00983
Average per freight train per mile.....	585	1 087	548

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.397
Average rate received per mile per ton for carrying freight, all classes.....	2.731

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Addison, N. Y., to Gaines, Penn, single track.....	10.55	41
Sidings and turnouts on main line.....	1.081	8.01
Grand total of tracks, sidings and turnouts.....	11.631	49.01

Average life of rails - steel, 14 years; iron, 6 years; average life of ties, 5 years; weight of rails per yard - steel, maximum, 68 lbs.; minimum, 40 lbs.; iron, 30 lbs.; gauge of track, 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length outside New York State	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
New York and Northern Pennsylvania	Gaines, Penn	Galeton, Penn	5	Operated.	1.5	3.5

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Wooden bridges.....	1	Feet. 300	3	Feet. 300
Wooden trestles	6	885	48	4,008
Total	7	1,095	51	4,408

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	3					
Locomotives, 4 drivers	3	\$7,500	46,000	10	3	
Total	6			10	3	
First-class passenger cars.....	2				2	2
Second-class passenger cars.....	4				4	4
Baggage, mail and express cars	2					
Total	8				4	4
Box freight cars.....	14					
Stock freight cars.	1					
Flat freight cars	37					
Caboose, 4-wheel cars	2					
Total	54					

Miller coupler on passenger cars; link and pin coupler on box and flat cars. James' vacuum brake on passenger cars; common hand brake on freight cars.
Common lever switch in use on road.

ADDISON AND PENNSYLVANIA.

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Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	1
Highway crossings at grade without protection.....	5	40
Highway crossings over or under grade.....	1	1

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by side windows.

Wells, Fargo & Co.'s Express operates over this line, and pays \$90 per month for 45,000 pounds or under; over that amount, 80 cents per hundred pounds.

Received from United States government for transportation of mails, \$2,089.68 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	1,061
Grain	2,108
Meats and provisions.....	1,174
Live stock	18
Lumber.....	48,681
Pig and bar iron and steel.....	107
Coal and coke	2,701
Petroleum and other oils	411
Shipments of manufactured goods received by railroad companies within this state from manufacturers within this state.....	2,108
All other manufactures	2,458
All other merchandise.....	797
All other agricultural products.....	2,618
All other articles not included above.....	6,951
Total	78,800

EMPLOYEES.

Average number of persons employed (including officials) during year.....	127
Aggregate amount of salaries and wages paid them during year.....	\$62,229 08

Officers of the Company.

Name.	Title.	Official Address.
T. C. PLATT	President.....	New York city.
WM. BROOKFIELD.....	Vice-president.....	New York city.
J. E. JONES	Secretary.....	New York city.
F. H. WIDSE	Treasurer.....	New York city.
FRANK M. BAKER.....	General Supt., Freight and Pass. Agent.....	Addison, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS O. PLATT	New York city.
WILLIAM BROOKFIELD	New York city.
J. E. JONES	New York city.
GEORGE R. SHELDON	New York city.
R. W. CLINTON.....	Newark Valley, N. Y.
F. H. PLATT.....	New York city.
THEO. F. WOOD.....	New York city.
C. L. PATTISON.....	Elkland, Pa.
E. G. DAVIDGE.....	Westfield, Pa.
W. S. GURNER.....	New York city.
FRANK M. BAKER.....	Owego, N. Y.
M. F. HAMMOND	Osceola, Pa.

Title of company, Addison and Pennsylvania Railway Co.

General office at Addison, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address Frank M. Baker, General Superintendent.

ADIRONDACK.

(Date of charter, July 7, 1868.)

The Adirondack Railway Company was incorporated as a reorganization of a corporation known as "The Adirondack Company," under a plan or agreement filed in the office of the Secretary of State on the 7th day of July, 1868, and entered into in pursuance of the second section of an act of the Legislature of the State of New York known as chapter 340 of the Laws of 1874, and "An act to facilitate the reorganization of railroads sold under mortgage and providing for the formation of new companies in such cases," as amended by chapter 446 of the Laws of 1876. The said Adirondack Company was incorporated October 24, 1868, in pursuance of an act of the Legislature known as chapter 325 of the Laws of 1868, subject to the provisions of the General Railroad Law, except so far as the same is inconsistent with the provisions of the said act of 1868. By articles of association filed in the office of the Secretary of State, in conformity with the provisions of said act, and empowered to construct and operate a railroad from some point in the county of Saratoga, up and along the valley of the Upper Hudson in the wilderness of the northern part of the State, to purchase, take and hold lands to the amount of one million of acres in the said wilderness, in addition to the lands it was authorized to take under the General Railroad Law, to convert and prepare for market the natural products of the forest, to mine and prepare for market the iron and other ores and minerals upon its lands, and to transport, sell and dispose of the same. And "The Adirondack Railway Company," by virtue of its incorporation, and under such reorganization, became and is vested with and entitled to exercise and enjoy all the rights, privileges and franchises, and possessed of all the lands, property and immunities possessed by the said Adirondack Company as covered by its mortgage and sold under the proceedings to enforce the same, pursuant to the said act of 1876.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	40,000	\$4,000,000
Issued for property and now outstanding	36,000	3,600,000
Number of stockholders.....		26

FUNDED DEBT.

DESIGNATION OF LIEN.	Amount authorized.	Amount outstanding.
Trustees' certificates convertible into second mortgage bonds ..	\$1,500,000	\$1,496,687 75

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading and masonry ..	\$5,768 16	\$1,003,953 26
Bridges ..	614 49	140,983 26
Superstructure (including ties) ..	586 50	669,006 64
Rails ..	629 16	17,139 36
Land ..	8 00	6,553 00
Land damages ..	44 90	119,549 26
Fences ..		250 00
Passenger and freight stations ..	800 00	21,005 43
Engine and car houses ..		20,864 86
Shops, machinery and tools ..		3,649 15
Fuel and water stations ..		7,143 55
Engineering expenses ..		131,797 73
Total cost of road	\$8,943 20	\$2,801,935 59

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1893.	Total cost of road and equipment up to June 30, 1893.
Locomotives	\$32,174 00
Passenger cars	20,537 69
Hall, baggage and express cars.....	4,985 00
Freight and other cars.....	9,740 00
Total cost of equipment.....	\$78,436 69
Grand total cost of road and equipment.....	\$8,843 80	\$2,874,738 84

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR..

Bridge masonry	\$5,236 82	
Grading for side tracks.....	486 84	
		\$5,723 66
Expense account, rebuilding wooden bridges with iron.....		614 49
Superstructure for bridges.....	\$44 20	
Superstructure for side tracks.....	544 80	
		589 00
Rails for side tracks.....		639 16
Recording and copying deeds for land.....		8 00
Recording deed titles to right of way.....		44 90
Construction passenger and freight stations at Jeanup's Landing.....		600 00
Total		\$8,843 80

Income Account for Year Ending June 30, 1893.

Gross earnings from operation.....	\$161,735 60
Less operating expenses (excluding all taxes).....	118,108 12
Gross income from all sources	\$43,627 48

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$4,264 85
Taxes on earnings and capital stock	812 58
Taxes other than above	833 82
	5,410 75

Surplus for year ending June 30, 1893	\$38,216 73
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General Income Account.

Surplus for year ending June 30, 1893.....	\$38,216 73
Deficit up to June 30, 1891	\$1,260,251 10
Add for legal expense account, reorganization charged to profit and loss.....	11,940 09
	\$1,302,191 19
educt sundry items:	
Sundry refunds and repairs to buildings charged directly to profit and loss.....	6,010 20
	1,296,180 99
Total deficit June 30, 1893.....	\$1,257,964 26

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$100,559 74	\$100,559 74
Passengers, through	\$502 07		
Passengers, local	46,903 65		
	\$47,396 32		47,396 32
Mail	4,355 40		4,355 40
Extra baggage	245 30		245 30
Express	2,737 88		2,737 88
Newspapers and baggage express	290 00		290 00
Miscellaneous, as follows, viz.:			
Rents	\$222 75		
Locomotive service	18 73		
	135 04	135 47	271 51
Total gross earnings	\$55,087 39	\$100,695 21	\$161,782 60

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	\$15,000 33	\$14,439 23	\$29,439 56
Steel rails laid, 847 tons; cost, \$9,892.57.			
Iron rails laid, 100 tons; cost, \$2,795.82.			
Repairs of road-bed	275 80	1,082 57	3,000 87
Repairs of bridges (including culverts and cattle guards)	357 19	324 37	891 56
Repairs of stations, shops, docks, etc.	1,905 55	1,586 09	2,891 64
Repairs of fences	646 80	571 72	1,818 52
Other expenses for maintenance of way and structures	3,899 58	3,265 63	7,765 21
Total	\$29,765 30	\$21,910 61	\$44,675 91
Maintenance of equipment:			
Repairs of locomotives	\$2,600 90	\$2,507 59	\$5,108 49
Repairs of cars	1,129 06	965 66	2,117 62
Repairs of machinery and tools	42 53	46 14	88 77
Other expenses for maintenance of equipment.	644 30	577 59	1,221 89
Total	\$4,419 80	\$4,216 98	\$8,636 77
Conducting transportation:			
Wages of conductors and men	\$3,742 74	\$4,577 23	\$8,320 97
Wages of engineers and firemen	3,708 41	3,895 61	7,534 02
Fuel for locomotives	8,989 01	8,792 01	17,781 02
Oil and waste	584 81	535 33	1,120 14
Water supply	371 23	270 27	541 75
Other train supplies or expenses	499 63	596 47	1,096 10
Wages of station agents and clerks	1,739 75	1,652 75	3,392 50
Wages for labor at stations	1,306 70	1,370 04	2,676 74
Station supplies	290 35	255 88	547 23
Wages of watchmen, flagmen and switchmen ..	865 41	833 59	1,750 00
Other expenses for conducting transportation ..	1,645 30	1,703 93	3,351 23
Total	\$25,534 39	\$24,396 91	\$47,891 30
General expenses:			
Salaries of general officers and clerks	\$1,950 07	\$3,068 51	\$5,008 58
General office expenses and supplies	731 55	740 84	1,472 40
Stationery and printing	204 33	153 16	358 49
Outside agencies and advertising	143 17	334 63	477 80
Legal expenses	69 58	251 51	321 09
Loss and damage of freight and baggage		165 07	165 07
Damage to cattle and property	322 30	847 59	1,170 89
Injuries to persons	18 00	2,188 40	2,206 40
Telegraph maintenance and operation	1,350 42	1,304 11	2,654 53
Mileage of cars of other companies (debit balance)	2,055 30	1,175 10	3,230 40
Insurance	149 45	155 55	305 00
Total	\$5,919 44	\$10,057 50	\$16,976 94
Grand total operating expenses	\$57,619 94	\$60,459 30	\$118,108 24

ADIRONDACK.

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General Balance Sheet June 30, 1892.

Assets.

Cost of road	\$2,801,285 52
Cost of equipment.....	78,426 89

Current assets, as follows, viz.:

Cash on hand.....	\$31,556 54	
Due by agents.....	1,524 81	
Open accounts.....	8,884 77	
Materials and supplies.....	19,092 89	
		46,065 01
Profit and loss (deficiency).....		1,256,908 26
		<u>\$4,177,695 61</u>

LIABILITIES.

Capital stock.....		\$2,600,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay rolls.....	\$8,908 59	
Open accounts.....	82,154 27	
		91,067 86
Trustees' certificate for second mortgage bonds		1,486,627 75
		<u>\$4,177,695 61</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	261	65,815	66,076
Number of passengers carried one mile.....	14,248	1,688,892	1,703,140
Number of tons of freight carried		118,919	118,919
Number of tons of freight carried one mile....		3,346,747	3,346,747
Passenger train mileage			78,194
Freight train mileage			53,186
All other train mileage.....			1,810
Total train mileage.....			<u>132,640</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$55,087 39	\$57,619 92	\$2,532 53
Average per passenger carried.....	88	87	04
Average per passenger per mile	08234	08383	00149
Average per passenger train per mile.....	70	73	03
Freight earnings and expenses (including miscellaneous earnings)	106,696 21	60,482 20	Profit. 46,216 01
Average per ton of freight carried.....	94	53	41
Average per ton of freight per mile.....	08188	01807	01381
Average per freight train per mile.....	2 01	1 14	87

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 4.16	Cents. 2.771	Cents. 2.782
Average rate received per mile per ton for carrying freight, all classes		3.184	

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Saratoga Springs to Ogdensburg (about).....	180
Main line laid, single track	56.95
Sidings and turnouts on main line.....	6.82
Grand total of tracks, sidings and turnouts.....	63.77
Laid with steel rail, main line	56.60
Laid with iron rail, main line.....	7.17
Average life of rails—steel 15 years, iron ten years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 67 pounds, minimum, 62 pounds; iron, maximum, 60 pounds, minimum, 56 pounds; gauge of track, 4 feet 8¼ inches; ballasted with gravel and sand.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Average length.
Iron bridges.....	13	<i>Fect.</i> 986
Wooden bridges.....	2	253
Total	15	1,239

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	\$4,596	140,950	20	2	.....
Locomotives, 4 drivers	5	.....	114,900	20	5	.....
Total	7	.....	.....	.....	7	.....
First class passenger cars.....	6	{ 2, \$5,500 4, 3,500	{ 37,500	15	6	6
Second class passenger cars.....	1	1,200	.....	15	1	1
Combination	1	250	.....	.....	.....	.....
Baggage, mail and express cars.....	4	1,248	33,000	15	4	4
Total	12	.....	.....	.....	11	11
Box freight cars	10	\$200	24,000	10	.....	.....
Flat	43	180	15,000	10	.....	.....
Total	53	.....	.....	.....	.....	.....

Passenger cars equipped with Westinghouse automatic air brake, Miller coupler.
About three-fourths of the road is equipped with automatic safety switches, and the balance with ordinary stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate of company	\$151,137 00
Length of steel rail laid during year in repairs, miles.....	3.66
Length of iron rails laid during year in repairs, miles	1.06
Highway crossings at grade without protection	44
Highway crossings at grade protected by gates or flagmen.....	7
Highway crossings over or under grade.....	4
Overhead obstructions less than twenty feet above track	2

Passenger cars heated by Consolidated Car Heating Company's system, lighted with mineral seal oil, 800° test and ventilated by Creamer and Globe ventilators, in transom and elevated roof.

Adirondack, New England and New York Express Company runs over road; pays one and one-half first-class tariff rates for all freight.

Mails are transported for the compensation fixed by government.

ADIRONDACK.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,868	1.55
Grain	6,886	6.05
Meats and provisions	644	.58
Live stock	150	.14
Lumber	17,484	15.35
Pig and bar iron and steel	899	.80
Iron or other ores	908	.71
Coal and coke	12,975	12.27
Petroleum and other oils	657	.58
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	29,394	25.80
All other manufactures	5,052	4.45
All other merchandises	2,222	1.96
All other agricultural products	1,247	1.12
All other articles not included above	28,107	24.66
Total.....	118,919	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	13
Aggregate amount of salaries and wages paid them.....	\$67,174 95

Officers of the Company.

Name	Title.	Official Address.
R. SUYDAN GRANT.....	President.	New York city.
HORACE G. YOUNG.....	Vice-President	Albany, N. Y.
CHARLES A. WALKER.....	Secretary and Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
R. SUYDAN GRANT	New York city.
HORACE G. YOUNG.....	Albany, N. Y.
CHARLES A. WALKER	New York city.
DAVID WILCOX.....	New York city.
WILLIAM W. DURANT.....	New York city.
FREDERICK H. SMITH	New York city.
F. MURRAY OLYPHANT.....	New York city.
JAMES C. HARTT.....	Montreal.
JAMES ROOSEVELT	Hyde Park, N. Y.
ROBERT OLYPHANT.....	New York city.
CHESTER GRISWOLD.....	New York city.
WARNER MILLER	Herkimer, N. Y.
WILLIAM S. STRONG.....	New York city.

Title of company, Adirondack Railway Company.

General offices at Saratoga Springs, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders annual meeting, second Wednesday of October.

For information concerning this report, address S. T. B. Henry, Auditor, New York city.

ALBANY AND SUSQUEHANNA.

LESSOR.

LESSOR — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 19, 1851.)

This road was incorporated under the General Railroad Law April 19, 1851, and, opened for traffic to the following points at the dates named below, viz.:

- To Central Bridge, Schoharie county, 35 miles from Albany, September 16, 1863.
- To Cobleskill, Schoharie county, 46 miles from Albany, January 2, 1865.
- To Richmondville, Schoharie county, 50 miles from Albany, June 1, 1865.
- To Worcester, Otsego county, 62 miles from Albany, July 17, 1865.
- To Schenectady, Otsego county, 67 miles from Albany, August 7, 1865.
- To Oneonta, Otsego county, 82 miles from Albany, August 23, 1865.
- To Otsego, Otsego county, 90 miles from Albany, January 23, 1866.
- To Lodi, Otsego county, 99 miles from Albany, March 21, 1866.
- To Elders, Delaware county, 103 miles from Albany, October 22, 1866.
- To Bainbridge, Chenango county, 108 miles from Albany, July 10, 1867.
- To Afton, Chenango county, 114 miles from Albany, November 11, 1867.
- To Harpersville, Broome county, 120 miles from Albany, December 23, 1867.
- To Binghamton, Broome county, 142 miles from Albany, January 14, 1869.

The property of this company was leased February 24, 1870, for the term of its charter, 150 years from April 19, 1851, to the Delaware and Hudson Canal Company, that company paying a rental as follows, viz.: Six per cent upon the Albany city bonds, seven per cent upon the first, second and third mortgage bonds and first consolidated mortgage bonds, and seven per cent upon the capital stock, and \$1,000 for maintaining the organization. The interest and dividends are paid by the lessee directly to the stock and bondholders. A payment of \$5,000, semi-annually, is also made by the lessee to the trustees of the sinking fund of the city of Albany, and is invested by the latter in certain funds for the ultimate payment of the Albany city bonds issued to the lessor by the city of Albany. (See act chap. 195, Laws of 1852.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	14,000	* \$1,400,000
Total now outstanding.....	85,000	8,500,000

Number of stockholders..... 531

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First con. mort. bds.	Apr. 1, 1876	80	P.c. 7	Apr. and Oct.	\$10,000,000	\$3,000,000	\$3,000,000
First con. mort. bds.	Apr. 1, 1876	80	6	Apr. and Oct.	.....	7,000,000	7,000,000
Albany c'y loan bds.	Nov. 6, 1865	30	6	May and Nov.	250,000	+250,000	916,625
Albany c'y loan bds.	May 1, 1866	30	6	May and Nov.	250,000	+250,000	
Albany c'y loan bds.	Nov. 1, 1866	30	6	May and Nov.	250,000	+250,000	
Albany c'y loan bds.	May 1, 1867	30	6	May and Nov.	250,000	+250,000	
Total .....	.....	.....	.....	.....	\$11,000,000	\$11,000,000	\$10,916,625

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading and masonry		\$2,921,436 81
Bridges		370,460 72
Superstructure (including ties), ballast and rails		3,462,077 08
Land, land damages and fences.....		627,960 49
Passenger, fuel, water and freight stations		487,673 40
Engine and car houses, shops, machinery and tools.....		281,585 27
Engineering expenses		231,307 49
Interest and discount charged to construction		839,775 16
Telegraph line		34,788 79
Contingent.....		195,571 15
Total cost of road		\$9,442,534 81
EQUIPMENT.		
Locomotives.....		\$1,223,722 00
Passenger cars		250,400 00
Mail, baggage, express, freight and other cars....		3,276,109 74
Total cost of equipment.....		\$4,750,231 7
Grand total cost of road and equipment		\$14,200,766 5

* Increased to \$4,000,000 by act chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease, March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company at their meetings, held respectively May 3, 1870, and April 25, 1876.

† The sinking fund for retiring these bonds amounted October 31, 1891, to \$504,743.06.

Income Account for Year Ending June 30, 1893.

Gross income from all sources, as follows, viz.:

Rental under the lease	\$935,000 00
Allowance for maintaining organization to March 1, 1893.....	1,000 00
Payments to sinking fund by lessee.....	10,000 00
Interest on investments and deposits reported by the trustees of the sinking fund of the city of Albany for the year ending October 31, 1891.....	20,467 60
Gross income from all sources.....	<u>\$966,467 60</u>

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$690,000 00
Other disbursements	1,074 48
	<u>691,074 48</u>

Net income from all sources	<u>\$275,393 12</u>
-----------------------------------	---------------------

Payments from net income, as follows, viz.:

Two dividends declared, $3\frac{1}{4}$ per cent, on \$3,500,000 common stock	245,000 00
Surplus for year ending June 30, 1893	<u>\$80,393 12</u>

General Income Account.

Surplus for year ending June 30, 1893	\$80,393 12
Surplus up to June 30, 1891.....	184,810 14
Balance of income account — surplus June 30, 1893.....	<u>\$264,703 26</u>

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$9,442,534 81
Cost of equipment	4,758,331 74
Other permanent investments, as follows, viz.:	
Stock of other companies	7,000 00
Current assets, as follows, viz.:	
Cash on hand.....	\$2,193 68
Sinking fund	504,743 08
	<u>506,936 71</u>
	<u>\$14,714,708 26</u>

LIABILITIES.

Capital stock.....	\$3,500,000 00
Funded debt	11,000,000 00
Balance of income account — surplus.....	214,703 26
	<u>\$14,714,708 26</u>

Officers of the Company.

Name.	Title.	Official Address.
ROBERT OLYPHANT	President.....	New York city.
WILLIAM L. M. PHELPS	Secretary and Treasurer	Albany, N. Y.

Directors of the Company.

Name.	Residence.
ROBERT M. OLYPHANT.....	New York city.
HORACE G. YOUNG	Albany, N. Y.
MILNARD HARDER.....	Cobleskill, N. Y.
WM. L. M. PHELPS.....	Albany, N. Y.
JAMES ROOSEVELT	Hyde Park, N. Y.
FRY M. OLMSTED	Morristown, N. J.
GEORGE J. WILBER	Oneonta, N. Y.
FRED VAN SANTVOORD.....	New York city.
JAMIN H. BRISTOW	New York city.
BERT OLYPHANT	New York city.
WILLIAM H. TILLINGHAST	New York city.
BERT C. PRUYN	Albany, N. Y.
MRS H. MANNING.....	Albany, N. Y.
ANTHONY N. BRADY.....	Albany, N. Y.

I elected by the common council of the city of Albany, pursuant to section 8 of an act of the
 State of New York, entitled "An act to authorize the city of Albany to
 take a loan to the Albany and Susquehanna Railroad Company," passed April 10, 1892.

Title of company, The Albany and Susquehanna Railroad Company.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address W. L. M. Phelps, Secretary.

ALBANY AND SUSQUEHANNA.

LESSEE.

Lessee's Expenditures for Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$10,983 29	\$82,839 91
Bridges	379 84	86,214 68
Superstructure (including ties)	1,459 87	71,417 04
Rails	1,103 24	47,126 07
Land	*1,000 00	*112 40
Land damages	2 87	1,088 17
Passenger and freight stations		25,657 17
Engine and car-houses		2,911 94
Fuel and water stations		40,004 70
Engineering expenses		610 00
Telegraph line	600 00	600 00
Total cost of road	\$18,528 61	\$348,357 28
EQUIPMENT.		
Locomotives	*\$90,615 49	\$149,174 81
Passenger cars		*21,900 00
Freight and other cars		1,011,244 83
Total cost of equipment	*\$90,615 49	\$1,138,519 64
Grand total cost of road and equipment	*\$77,086 88	\$1,486,876 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for side tracks	\$1,738 96	
Bridge masonry	2,377 47	
Filling bridges	6,866 86	
		\$10,983 29
Replacing wooden bridge with iron		379 84
Superstructure for side tracks	\$1,176 99	
Superstructure for bridges	282 88	
		1,459 87
Rails for side tracks		1,103 24
Land sold at Bainbridge		*1,000 00
Recording deed of lands for right of way near siding		2 87
New telegraph line from Maiden lane depot to general office, Albany		600 00
Head-lights and fixtures for nine mogul locomotives	\$568 25	
Head-lights and fixtures for two switching locomotives	85 00	
Seven locomotives transferred from equipment of Rensselaer and Saratoga R. R. in 1891	70,121 18	
	\$70,774 43	
By 16 locomotives transferred to equipment of Rensselaer and Saratoga R. R.	*161,389 92	
		*90,615 49
		\$*77,086 88

* Credits.

Income Account for Year Ending, June 30, 1892.

Gross earnings from operation.....	\$3,880,464 48
Less operating expenses (excluding all taxes).....	2,198,798 84
Gross income from all sources.....	\$1,681,671 14

Deductions from income, as follows, viz.:

Rental	\$1,104,899 22
Taxes on property used in operation of road.....	60,053 37
Taxes on earnings and capital stock.....	9,840 66
Taxes other than above.....	2,824 86
	1,176,618 11
Surplus for year ending June 30, 1892.....	\$505,053 03

General Income Account.

Surplus for year ending June 30, 1892.....	\$505,053 03
Surplus up to June 30, 1891.....	1,677,244 49
Total surplus June 30, 1892.....	\$2,182,297 45

DETAILED STATEMENT OF RENTALS.

Dividends on stock.....	\$245,000 00
Interest on bonds	700,000 00
Maintaining organization.....	1,000 00
Interest on bonds, Schenectady and Duaneburgh R. R. Co.....	80,000 00
Interest on equipment of the Delaware and Hudson Canal Co., and on improvements on the Albany and Susquehanna R. R., and branches made by the lessee	116,895 85
Rent of Cherry Valley, Sharon and Albany R. R.....	11,573 37
Total amount of rentals deducted from income.....	\$1,104,899 22

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$1,177,245 95		
Freight, local	2,180,220 40		
		\$3,357,466 35	\$3,357,466 35
Passengers, through.....	\$55,682 68		
Passengers, local.....	379,940 23		
	\$435,572 91		435,572 91
Mail	23,185 15		23,185 15
Newspapers and baggage express	1,250 04		1,250 04
Express	40,494 00		40,494 00
Extra baggage.....	2,992 88		2,992 88
Miscellaneous, as follows, viz.:			
Rents.....	\$9,555 63		
Telegraph	6,497 57		
Hauling cars	50 00		
Locomotive service	3,870 00		
Trackage.....	80 00		
	8,885 35	15,667 85	19,553 20
Total gross earnings	\$507,880 28	\$3,373,184 20	\$3,880,464 48

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$50,486 77	\$231,144 02	\$281,630 79
Steel rails laid, 4,481 tons, cost..	\$184,288 66		
Iron rails laid, 80 tons, cost	727 71		
Repairs of roadbed.....	2,846 50	10,909 46	13,255 96
Repairs of bridges (including culverts and cattle guards)	2,367 63	8,318 20	10,685 83
Repairs of stations, shops, docks, etc	2,923 90	17,134 96	20,060 86
Repairs of fences.....	1,478 52	7,109 88	8,587 70
Other expenses for maintenance of way and structures.....	9,089 15	43,627 65	52,666 80
Total	\$68,642 27	\$318,245 67	\$386,887 94

Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$21,866 88	\$124,596 55	\$146,563 23
Repairs of cars.....	39,345 83	296,820 74	336,167 07
Repairs of machinery and tools.....	1,405 91	7,497 56	8,883 47
Other expenses for maintenance of equipment.....	5,000 94	24,011 90	29,012 89
Total	\$67,619 99	\$451,926 75	\$519,578 74
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$37,336 74	\$225,015 48	\$262,352 22
Wages of engineers and firemen.....	40,522 90	216,758 24	257,281 22
Fuel for locomotives.....	64,958 98	388,553 01	453,511 99
Oil and waste	4,389 55	96,288 49	100,678 04
Water supply	2,255 06	10,989 17	13,244 23
Other train supplies or expenses.....	3,521 26	12,960 25	16,481 51
Wages of station agents and clerks	12,873 68	42,469 24	55,342 92
Wages for labor at stations	7,476 06	65,652 64	73,128 70
Station supplies	8,080 74	4,145 80	12,226 54
Wages of watchmen, flagmen and switchmen....	8,909 63	20,111 72	29,021 35
Other expenses for conducting transportation.....	3,719 80	14,992 60	18,712 40
Total	\$169,047 58	\$978,108 14	\$1,147,155 62
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$12,965 68	\$24,040 50	\$37,006 18
General office expenses and supplies.....	2,940 55	8,789 82	11,730 37
Stationery and printing.....	2,085 58	7,715 55	9,801 13
Outside agencies and advertising	5,915 26	18,498 50	24,413 76
Legal expenses.....	687 22	3,159 32	3,846 54
Loss and damage of freight and baggage.....	87 25	5,047 59	5,134 84
Damage to cattle and property.....	78 00	670 00	748 00
Injuries to persons	1,901 48	14,902 72	16,804 20
Telegraph maintenance and operation.....	10,185 00	22,816 25	32,991 25
Mileage of cars of other companies (debit balance).....	*9,080 54	*40,080 55	*49,161 09
Insurance	1,350 00	7,650 00	9,000 00
Other general expenses.....	100 19	721 8	821 97
Total	\$30,214 87	\$94,956 62	\$125,171 49
Grand total operating expenses.....	\$255,524 16	\$1,843,269 18	\$2,098,793 34

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	87,204	700,447	787,651
Number of passengers carried one mile	3,352,157	16,243,478	19,595,635
Number of tons of freight carried	1,594,802	1,969,727	3,564,529
Number of tons of freight carried one mile	212,410,772	166,177,265	378,588,037
Passenger train mileage .....	.....	.....	523,960
Freight train mileage .....	.....	.....	1,763,363
All other train mileage.....	.....	.....	25,543
Total train mileage.....	.....	.....	2,312,866

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail express and miscellaneous earnings) ..	\$507,390 92	\$255,524 16	\$251,866 76
Average per passenger carried.....	70	49	21
Average per passenger per mile	0058	0181	0077
Average per passenger train per mile.....	97	68	29
Freight earnings and expenses (including miscellaneous earnings)	3,273,134 20	1,843,269 18	1,429,865 02
Average per ton of freight carried.....	94	51	43
Average per ton of freight per mile.....	0069	0049	0020
Average per freight train per mile.....	1 60	1 06	54

* Credit.

Traffic and Mileage Statistics— (Continued).

ITEM. Computed on earnings from carrying passen- gers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.06	Cents. 2.838	Cents. 3.898
Average rate received per mile per ton for carrying freight, all classes....	.684	1.812	.847

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Albany to Binghamton, single track.....	142.59	142.59	142.59	142.59	142.59	142.59
Branches or other roads laid, single track.....	27.58	21.94	34.88	34.88	62.41	66.77
Total single track.....	27.58	21.94	177.42	177.42	205.00	209.36
Second track on main line.....	69.47	69.47	69.47	69.47	69.47	69.47
Second track on branches or other roads.....	1.70	1.70	.....	.....	1.70	1.70
Total second track.....	1.70	1.70	69.47	69.47	71.17	71.17
Sidings and turnouts on main line.....	76.82	76.82	76.82	76.82	76.82	76.82
Sidings and turnouts on branches or other roads.....	9.72	11.98	4.45	4.45	14.17	16.38
Total sidings and turnouts.....	9.72	11.98	80.77	80.77	90.49	92.70
Grand total tracks, sidings and turnouts.....	39.00	46.57	327.66	327.66	366.66	378.28
Laid with steel rail, main line.....	212.06	212.06	212.06	212.06	212.06	212.06
Laid with steel rail, branches or other roads.....	29.28	38.64	34.88	34.88	64.11	66.47
Laid with iron rail, main line.....	76.82	76.82	76.82	76.82	76.82	76.82
Laid with iron rail, branches or other roads.....	9.72	11.98	4.45	4.45	14.17	16.38

Average life of rails — steel, 15 years; iron, 10 years, average life of ties, 7 years; weight of rails per yard — steel, maximum, 80 lbs., minimum, 68 lbs.; iron, maximum, 68 lbs., minimum, 58 lbs.; gauge of track, 4 ft. 8½ in.; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Schenectady and Duane- burgh	Schenectady ..	Duanesburgh Junc.	18.79	18.79	Leased.	..	18.79
Cherry Valley, Sharon and Albany	Cobleaskill Junc.	Cherry Valley	21.04	21.04	Leased.	...	21.04
Schenectady and Mechan- ville	East Glenville.	Coons	9.98	9.98	Owned	..	9.98
Susquehanna and Susque- hanna	Nineveh, N. Y.	Jefferson Junc., Pa.	17.65	22.01	Owned.	1.70	23.71

Passenger cars are heated by Consolidated Car Heating Company's system, lighted with mineral seal oil, 800° test, and ventilated by Creamer and Globe ventilators in transom and elevated roof. National Express Company runs over line: pays for local freight $1\frac{1}{2}$ first-class tariff rates; between competing points, first-class rates; for through freight 29 cents; also 10 per cent of its profits.

Wagner Palace Car Company runs cars over the line and is paid 8 cents per mile run for sleeping cars and 1 cent per mile for drawing-room cars, and the railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company also runs cars over the line, and is paid 8 cents per mile run. No additional charge is made by the railroad company.

Wagner Palace Car Company was paid during the year.....	\$1,366 98
Pullman's Palace Car Company was paid during the year	8,764 52
Total	\$5,131 45

Mails are transported for the compensation fixed by the government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	87,696	2.45
Grain.	154,808	4.32
Meats and provisions.....	86,432	1.02
Live stock	18,715	0.38
Lumber	140,592	3.92
Pig and bar iron and steel.....	89,842	2.51
Iron or other ores	104,545	2.92
Coal and coke	2,242,287	62.55
Petroleum and other oils.....	29,554	0.82
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	53,490	1.49
All other manufactures	124,101	3.46
All other merchandises.....	81,147	0.87
All other agricultural products	197,908	5.52
All other articles not included above.....	278,357	7.77
Total.....	3,684,529	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	38	18	51
Others, not passengers	9	7	16
Total	47	20	67

EMPLOYEES.

Average number of persons employed (including officials) during year.....	2,463
Aggr-gate amount of salaries and wages paid them.....	\$1,280,645 85

Officers of the Company.

Name.	Title.	Official Address.
ROBERT M. OLYPHANT.....	President.....	New York city.
LEGRAND B. CANNON.....	Vice-President.	New York city.
HORACE G. YOUNG.....	Second Vice-President.....	Albany, N. Y.
CHARLES A. WALKER.....	Treasurer.....	New York city.
F. M. OLYPHANT.....	Secretary	New York city.

Directors of the Lessee Company.

Names.	Residence.
LEGRAND B. CANNON.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
ROBERT M. OLYPHANT.....	New York city.
BENJAMIN H. BRISTOW.....	New York city.
R. SUYDAM GRANT.....	New York city.
WM. H. TILLINGHAST.....	New York city.
ALFRED VAN SANTVOORD.....	New York city.
JAMES A. ROOSEVELT.....	New York city.
ALEXANDER E. ORR.....	New York city.
OLIVER P. C. BILLINGS.....	New York city.
SAMUEL SPENCER.....	New York city.
CORNELIUS VANDERBILT.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.

Title of lessee company, Delaware and Hudson Canal Co.
 General offices at New York city.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, second Tuesday in May.
 For information concerning this report address S. T. S. Henry, Auditor.

ALBANY AND VERMONT.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 17, 1859.)

The Albany and Vermont Railroad was leased to the Rensselaer and Saratoga Railroad Company in perpetuity June 12, 1860, and this lease was assigned to the Delaware and Hudson Canal Company in May, 1871, and the road is now operated by the said Delaware and Hudson Canal Company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	6,000	\$600,000	\$600,000

Number of stockholders..... 57

Cost of Road.

Total cost of road up to June 30, 1892..... \$600,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources as follows, viz.:

Received from Delaware and Hudson Canal Company for rent \$20,000 00

Payments from gross income as follows, viz.:

Dividends declared, three per cent, on \$600,000 common stock.....	\$18,000 00	
Salaries.....	100 00	
Sundry expenses.....	290 00	
Rent to Rensselaer and Saratoga Railroad Co.....	800 00	
		18,390 00

Surplus for year ending June 30, 1892..... \$810 00

General Income Account.

Surplus for year ending June 30, 1892	\$810 00
Surplus up to June 30, 1891.....	5,624 13

Total surplus June 30, 1892 \$6,434 13

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$600,000 00

Current assets as follows, viz.:

Cash on hand.....	6,434 13
	\$606,434 13

LIABILITIES.

Capital stock	\$600,000 00
Profit and loss (surplus)	6,434 13
	\$606,434 13

ALBANY AND VERMONT.

91

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH M. WARREN	President.....	Troy, N. Y.
JOHN NEHER	Treasurer.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
BENJAMIN H. HALL	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
C. E. DUDLEY TIBBITS	Troy, N. Y.
JOHN I. THOMSON	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
JOHN B. GALE	Williamstown, Mass.
LE GRAND B. CANNON	New York city.
JAMES B. JERMAIN	New York city.
JAMES A. EDDY	Troy, N. Y.

Title of company, Albany and Vermont Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in October.

For information concerning this report, address John H. Neher, Treasurer.

ALLEGHENY AND KINZUA.

(Date of charter, February 26, 1890.)

The Allegheny and Kinzua Railroad Company was formed by the consolidation and merger of the Allegheny and Kinzua Railroad Company of the State of New York, and the Bradford and Corydon Railroad Company of the State of Pennsylvania, under chapter 917 of the Laws of 1889 of the State of New York, and the several acts amendatory thereof and supplementary thereto, and under an act of Assembly of the Commonwealth of Pennsylvania, passed May 16, 1891, and several acts amendatory thereof and supplementary thereto.

The articles of consolidation and merger were filed in the office of the Secretary of State of the State of New York on the 26th day of February, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania on the 26th day of February, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	5,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	Term, years	INTEREST		Amount authorized	Amount outstanding.	Cash realized on amount outstanding
			Rate	When payable			
First mortgage.....	Feb. 1, 1890	30	pc 5	Feb and Aug	\$500,000	\$385,000	\$300,000

Five hundred thousand dollars of bonds were issued and held in trust by the Central Trust company, to be delivered as the construction company required them for the construction of the road. There have been so far delivered to them \$300,000.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$182 50	.....
Bridges	110 98	.....
Superstructure (including ties)	187 72	.....
Rails	68 90	.....
Cost of road and equipment to June 30, 1891 .....	.....	\$800,642 92
Total cost of road and equipment	\$545 05	\$801,187 97

Income Account for Year Ending June 30, 1892.

Gross earnings from operations	\$59,418 65
Less operating expenses (excluding all taxes)	55,887 91
Net earnings from operation	\$3,580 74
<i>Income from other sources, as follows, viz.:</i>	
Use of locomotive	241 67
Gross income from all sources	\$3,822 41
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$14,250 00
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	467 25
Interest on current liabilities	100 51
Permanent improvements	545 05
Other deductions	60 60
	15,423 41
Deficit for year ending June 30, 1892	\$11,601 00

General Income Account.

Deficit for year ending June 30, 1892	\$11,601 00
Surplus up to June 30, 1891	1,063 68
Total deficit June 30, 1892	\$10,567 38

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local .....	.....	\$58,845 97	\$58,845 97
Passengers, all local	\$572 68	.....	572 68
Total gross earnings	\$572 68	\$58,845 97	\$59,418 65

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$13,968 49
Repairs of roadbed	731 58
Repairs of bridges (including culverts and cattle guards)	21 87
Repairs of stations, shops, docks, etc.	153 40
Other expenses for maintenance of way and structures	88 85
Total	\$14,957 69

Maintenance of equipment:

Repairs of locomotives	\$5,720 38
Repairs of cars	3,081 04
Repairs of machinery and tools	92 22
Other expenses for maintenance of equipment	5 00
Total	\$8,848 59

<i>Conducting transportation :</i>	
Wages of conductors and men.....	\$6,515 18
Wages of engineers and firemen.....	5,222 82
Fuel for locomotives.....	4,871 22
Water supply.....	47 52
Other train supplies or expenses.....	1,047 20
Wages of station agents and clerks.....	1,001 00
Station supplies.....	23 45
Wages of watchmen, flagmen and switchmen	1,182 50
Other expenses for conducting transportation...	1,986 17
Total.....	\$21,947 01
<i>General expenses :</i>	
Salaries of general officers and clerks.....	\$2,604 48
General office expenses and supplies	446 88
Stationery and printing	160 90
Legal expenses.....	2,834 46
Loss and damage of freight and baggage	516 11
Injuries to persons	438 45
Other general expenses.....	3,088 44
Total	\$10,084 69
Grand total operating expenses.....	\$55,837 91

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$800,642 92
<i>Current assets as follows, viz.:</i>	
Cash on hand	1,188 28
Due by agents.....	6,070 45
Open accounts.....	4,165 44
Sundries.....	144 22
Profit and loss (deficiency)	10,567 38
	\$817,328 69
LIABILITIES.	
Capital stock	\$500,000 00
Funded debt.....	285,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued.....	12,854 15
Audited vouchers and pay-rolls	17,488 51
Loans and bills payable	1,991 08
	\$817,328 69

Traffic and Mileage Statistics.

ITEM.	
Number of tons of freight carried.....	126,119
Number of tons of freight carried one mile.....	1,765,666

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$578 68	.....	578 68
Freight earnings and expenses (including miscellaneous earnings).....	59,087 64	55,837 91	3,249 73
Average per ton of freight carried.....	45 46	44 35	01 51
Average per ton of freight per mile.....	08 37	08 16	00 21

ITEM.	
Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile per ton for carrying freight, all classes.....	Cents. 3.27

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACKS.	MILES OWNED.	
	Length in N. Y. State.	Entire Length.
Main line from Bradford, Pa., to Red House, N. Y., single track	9	35
Branches or other roads, laid single track.....	2	16
Total single track.....	11	43
Laid with iron rail, main line.....	9	37
Laid with iron rail, branches, or other roads.....	2	6

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH ROAD.	FROM	TO	Length in N. Y. State.	Entire Length.
Allegheny and Kiusua.....	Gilbert, Pa....	Coffee Run, Pa....	4	19
	Gilbert, Pa....	Zelliff, N. Y.....		6

EQUIPMENT.

Number owned.

Locomotives, 8 drivers	1
Locomotives, 6 drivers	1
Locomotives, 4 drivers	1
Total	3
Flat freight cars.....	4
Caboose, 4-wheel cars	1
Service, 8-wheel cars (log)	20
Total	25

Hand brake and link and pin coupler on cars. Split switches in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.
* Total assessed value of real estate and personal property of Company	\$20,009 00

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Lumber.....	61,958
Merchandise.....	2,339
Bark, logs and wood	61,834
Total	126,119

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	2	1	4

* This road runs through a wild and uninhabited country, and only one township has assessed us as per amount stated.

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	54
Aggregate amount of salaries and wages paid them.....	\$24,488 38

Officers of the Company.

Name.	Title.	Official Address.
S. S. BULLIS.....	President.....	Olean, N. Y.
M. W. BARSE	Vice-President	Buffalo, N. Y.
J. E. ROONEY	Secretary and Treasurer	Olean, N. Y.
F. L. STOWELL.....	Auditor	Olean, N. Y.
C. V. MERRICK.....	General Superintendent.....	Bradford, Pa.
J. E. ROONEY	General Freight and Passen'r Agt.	Olean, N. Y.

Directors of the Company.

Name.	Residence.
S. S. BULLIS.....	Olean, N. Y.
M. W. BARSE	Buffalo, N. Y.
F. L. STOWELL	Olean, N. Y.
J. C. FRENCH	Olean, N. Y.
C. D. WILLIAMS.....	Ridgway, Pa.
F. E. BROOKS	Bradford, Pa.
G. C. PALMER	Olean, N. Y.
O. G. FRECK	Olean, N. Y.
J. V. DRONEY	Olean, N. Y.
W. I. BARTHOLOMAY.....	Morrisons, Pa.
C. D. CLARK	Olean, N. Y.
G. C. FARNEWORTH.....	Olean, N. Y.
E. V. DUNLEVIE	Olean, N. Y.

Title of company, Allegheny and Kinzua Railroad Company.
General offices at Olean, N. Y.
Date of close of fiscal year, February.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report report address F. L. Stowell, Auditor.

AMSTERDAM, CHUCTANUNDA AND NORTHERN.

LESSOR.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, September 28, 1879.)

The road is used and operated entirely by the New York Central and Hudson River Railroad Company as a branch for delivering and receiving freight to and from Kellogg & Miller's linseed oil works.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	200	\$20,000

Cost of Road.

	Total cost up to June 30, 1892.
grading, masonry and ballast.....	\$15,109 81
fills, land, land damages and fences	4,890 19
Total cost of road.....	\$20,000 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$20,000 00
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LIABILITIES.

Capital stock.....	20,000 00
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REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track	\$361 45	\$361 46	\$523 91
Repairs of bridges (including culverts and cattle guards)	113 63	113 63	227 26
Repairs of fences	1 65	1 64	3 29
Other expenses for maintenance of way and structures	11 76	11 76	23 52
Total	\$386 49	\$386 49	\$773 98
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$41 82	\$41 83	\$83 65
Repairs of cars	28 31	28 32	56 63
Repairs of machinery and tools	61 50	61 50	123 00
Other expenses for maintenance of equipment	36	35	71
Total	\$141 99	\$142 00	\$283 99
<i>Conducting transportation:</i>			
Wages of conductors and men	\$255 00	\$255 00	\$510 00
Wages of engineers and firemen	283 00	283 00	570 00
Fuel for locomotives	338 33	338 33	676 66
Oil and waste	11 01	11 00	22 01
Other train supplies or expenses	11 40	11 40	22 80
Wages of station agent and clerks	475 50	475 50	951 00
Wages for labor at stations	1,391 09	1,391 08	2,782 17
Station supplies	26 68	26 68	53 36
Other expenses for conducting transportation	104 33	104 33	208 66
Total	\$2,998 28	\$2,998 27	\$5,996 55
<i>General expenses:</i>			
Salaries of general officers and clerks	\$412 50	\$412 50	\$825 00
General office expenses and supplies	26 17	26 16	52 33
Stationery and printing	16 68	16 67	33 35
Legal expenses	5 00	5 00	10 00
Telegraph maintenance and operation	1 50	1 50	3 00
Other general expenses	26 90	26 89	53 79
Total	\$488 75	\$488 74	\$977 49
Grand total operating expenses	\$3,917 51	\$3,917 50	\$7,835 01

General Balance Sheet June 30, 1899.

ASSETS.

Cost of road and equipment	\$181,980 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$357 20
Due by agents	1,027 64
Open accounts	46 25
Profit and loss (deficiency)	1,451 39
	1,656 00
	<u>\$183,007 39</u>

LIABILITIES.

Capital stock	\$106,000 00
Funded debt	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	812 50
Audited vouchers and pay rolls	1,194 89
	<u>\$183,007 39</u>

Description of Road and Equipment.

	TRACK.	Miles owned, all in N. Y. State.
Main line from Attica to Freedom, single track		88.00
Sidings and turnouts on main line.....		.49
Grand total of tracks, sidings and turnouts		88.49
Laid with iron rail, main line.....		88.00
Laid with iron rail, sidings .....		.49
Weight of rails per yard — iron, maximum, 80 lbs.; minimum, 28 lbs.; gauge of track, 3 feet; ballasted with gravel.		

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	2	Feet. 180
Wooden trestles	44	5,000
Total.....	46	5,180

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.
Locomotives, 4 drivers.....	2	36,000
First-class passenger cars.....	2	.....
Baggage, mail and express cars	1	.....
Total.....	3	.....
Box freight cars	4	.....
Flat freight cars	3	.....
Total	7	.....

Cars equipped with hand-brake, link and pin coupler.
Standard Erie switch exclusively used on road.

Miscellaneous Statistics.

	Entire line in N. Y. State.
Railroads crossing road at grade.....	1

Passenger cars are heated by stoves, lighted with oil and ventilated by windows.
Wells, Fargo & Co.'s Express does business over the line.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
lour	60
rain	180
umber.....	1,001
oal and coke	600
etroleum and other oils	68
hipments of manufactured goods received by railroad companies within this State from manufactories within this State	8
ll other manufactures	7
ll other merchandise	54
ll other agricultural products	5,879
Total	7,851

EMPLOYEES.

Average number of persons employed (including officials) during half year.....	26
Aggregate amount of salaries and wages paid them.....	\$4,444 23

Officers of the Company.

Name.	Title.	Official Address.
RICHARD B. FERRIS.....	President.....	Bank of N. Y., 48 Wall st., New York city.
AUGUST STEIN.....	Vice-President.....	60 Broadway, New York city.
WILLIAM JAY.....	Secretary and Treas.	48 Wall street, New York city.

Directors of the Company.

Name.	Residence.
RICHARD B. FERRIS.....	New York city.
HENRY A. OAKLEY.....	New York city.
SUMNER R. STONE.....	New York city.
WILLIAM JAY.....	New York city.
AUGUST STEIN.....	New York city.
HENRY G. WISNER.....	New York city.
EGERTON L. WINTHROP, Jr.....	New York city.
ROBERT W. CANDLER.....	New York city.
GEORGE W. SMITH.....	New York city.
WM. E. RUDISCHAUER.....	New York city.
JOHN BOGARDUS.....	New York city.
JOHN M. BUCKINGHAM.....	New York city.
* Vacancy	

Title of company, Attica and Freedom Railroad Company.

General offices at 48 Wall street, New York city.

Date of close of fiscal year December, 81.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address William Jay, Secretary.

AVON, GENESEO AND MOUNT MORRIS.

LESSOR.

LESSEES — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 18, 1860.)

This road was originally commenced to run from Rochester to Pittsburgh, in 1852, and in 1856 the company deeded to the Genesee Valley Railroad Company the right of way from Avon to Mount Morris, and the Genesee Valley Railroad Company constructed the road, and on the 18th day of January, 1859 the first passenger car went over the road.

The road was sold on the bonds, and the present company organized and operated it until January 1, 1872, when it was leased to the Erie Railroad Company for eighty years and all renewals of charter, they continued to operate until their road was sold, and the New York, Lake Erie and Western Railroad Company has continued to operate it since, the lessees to pay six per cent on the stock and all taxes and \$100 per year to keep up the organization. The New York, Lake Erie and Western Railroad Company pay the interest to the stockholders every six months.

The road was built under the General Railroad Law of 1850.

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter.....	2,500	\$250,000
Issued for actual cash and now outstanding.....	2,250	225,000

*Caused by the death of Col. E. P. C. Lewis.

Cost of Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$132,000 00
Bridges	6,840 00
Superstructure (including ties) and rails	64,000 00
Land and land damages	1,836 92
Engine and car-houses	1,604 68
Interest and discount charged to construction.....	2,494 50
Other items	16,524 00
* Total cost of road.....	\$224,800 10

Income Account for Year Ending June 30, 1892.

Net income from all sources, as follows, viz.:	
Rentals received from lessee	\$13,600 00
Deductions from income as follows, viz.:	
Dividends, 6 per cent.....	\$18,500 00
Organization expenses	100 00
Total	\$13,600 00

Officers of the Company.

Name.	Title.	Official Address.
.....	President	Vacant, on account of death.
HIRAM P. MILLS.....	Vice-President.....	Mt. Morris, N. Y.
GEO. W. PHELPS.....	Secretary and Treasurer.....	Mt. Morris, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE ELLWANGER	Rochester, N. Y.
JOSIAH ANSTICE	Rochester, N. Y.
HIRAM P. MILLS.....	Mt. Morris, N. Y.
HILBERT E. BROWN.....	Mt. Morris, N. Y.
GEORGE W. PHELPS.....	Mt. Morris, N. Y.

Title of company, Avon, Geneseo and Mount Morris Railroad Company.
General offices at Mount Morris, N. Y.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address George W. Phelps, Secretary and Treasurer,

BATH AND HAMMONDSPORT.

(Date of charter, January 17, 1872.)

Road leased to Allen Wood for ninety-nine years, and his lease and interests transferred to Henry S. Stebbins, November 15, 1886.
Interest held by lessee sold to the Bath and Hammondsport Railroad Company, August 1, 1889.
The present management came into possession of the road January 1, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No of shares.	Total par value.
Authorized by law or charter, issued for actual cash and on account of construction, and now outstanding.....	1,000	\$100,000

Number of stockholders 19

All the rolling stock went with the lease, for which the Erie Company were to pay the bonds on the road.

FUNDED DEBT

DESIGNATION OF LIENS	Date	Principal	Interest	When payable	Amount paid	Amount outstanding	Cash realized on amount outstanding
Bonds, 1st mort	July 1, '88	100,000	5.00	Ann. 1, 1st	\$100,000	\$100,000	\$100,000
Bonds, 2d mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 3d mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 4th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 5th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 6th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 7th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 8th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 9th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Bonds, 10th mort	July 1, '88	100,000	5.00	Ann. 1, 1st	100,000		
Total		1,000,000	50,000		\$1,000,000	\$1,000,000	\$1,000,000

Cost of Road and Equipment

Item	Amount	Total cost of road and equipment up to June 30, 1892
Grading, masonry, etc.	\$27,907 36	
Excavation	3,987 08	
Structures, etc.	66,720 43	
Rolling stock	28,171 51	
Land	97,051 11	
Fences	335 12	
Passenger cars, freight cars, etc.	2,368 78	
Rolling stock, etc.	3,149 00	
Freight cars, etc.	196 07	
Equipment, etc.	5,437 80	
Wharf	6,950 00	
Warehouses	7,400 00	
Total	\$277,143 66	

Passenger

Locomotives	\$15,098 60
Passenger cars	14,783 61
Freight cars	2,430 28
Total	\$32,312 49

Grand total cost of road and equipment up to June 30, 1892 \$309,441 18

Income Account for Year Ending June 30, 1892

Gross income from freight	\$29,039 64
Less operating expenses	16,053 78
Net income from freight	\$12,985 86
Income from passenger	
Rent of cars and shops	846 64
Operating expenses	\$13,832 50
Income from passenger	
Interest on funded debt	\$1,000 00
Taxes on rolling stock, etc.	15 33
All other taxes	26 24
Discount on interest	12 41
Total	12,908 98
Surplus for year ending June 30, 1892	\$1,121 47

General Income Account.

Surplus for year ending June 30, 1899.....		\$1,121 47
Deficit up to June 30, 1891.....	\$2,712 06	
Freight car experiment.....	321 61	
Electric light experiment.....	153 59	
		8,190 26
Total deficit June 30, 1899.....		\$2,068 79

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$15,340 85	\$15,340 85
Passengers, all local.....	\$10,677 96		10,677 96
Mail.....	467 88		467 88
Express.....	2,552 85		2,552 85
Total gross earnings.....	\$13,698 69	\$15,340 85	\$29,039 54

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track, roadbed and bridges (including culverts and cattle guards).....	\$702 01	\$800 13	\$1,502 14
Repairs of stations, shops, docks, etc.....	20 92	23 61	44 53
Total.....	\$722 93	\$823 74	\$1,546 67

Maintenance of equipment:

Repairs of locomotives.....	\$389 14	\$607 96	\$1,147 10
Repairs of cars.....	267 51	301 66	569 17
Total.....	\$656 65	\$909 62	\$1,716 27

Conducting transportation:

Wages of conductors and men.....	\$614 48	\$918 45	\$1,732 93
Wages of engineers and firemen.....	1,016 21	1,145 25	2,169 16
Fuel for locomotives.....	1,278 15	1,441 82	2,719 47
Oil and waste.....	100 35	113 16	213 51
Water supply.....		88	88
Wages of station agents and clerks.....	1,311 80	1,478 69	1,007 76
Wages for labor at stations.....			889 24
Station supplies.....	24 28	27 49	51 87
Wages of watchmen, flagmen and switchmen.....	44 28	49 92	94 20
Total.....	\$4,589 15	\$5,173 81	\$9,764 96

General expenses:

Salaries of general officers and clerks.....	\$564 00	\$636 00	\$1,200 00
General office expenses and supplies.....	102 06	115 08	217 14
Stationery and printing.....	201 41	227 12	428 53
Outside agencies and advertising.....	92 64	104 46	197 10
Legal expenses.....	12 22	13 78	26 00
Loss and damage of freight and baggage.....	74 16	89 63	157 79
Soliciting, etc.....		207 64	307 64
Mileage, of cars of other companies (debit balance).....	27 68	31 30	58 98
Other general expenses.....	204 89	230 36	434 78
Total.....	\$1,278 56	\$1,749 27	\$3,027 83
Grand total operating expenses.....	\$7,867 29	\$6,923 44	\$16,055 78

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$277,143 66
Cost of equipment		82,897 47
Current assets, as follows, viz.:		
Cash on hand.....	\$2,512 52	
Due by agents and open accounts.....	10,990 89	
		13,503 41
Profit and loss (deficiency).....		2,068 79
		<u>\$325,013 83</u>
LIABILITIES.		
Capital stock		\$100,000 00
Funded debt.....		200,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls.....	\$890 15	
Open accounts.....	8,623 18	
Loans and bills payable	15,500 00	
		25,013 33
		<u>\$325,013 83</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	46,727
Number of passengers carried one mile.....	423,461
Number of tons of freight carried.....	14,812
Number of tons of freight carried one mile.....	148,120
Mixed train mileage.....	<u>87,840</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$13,698 69	\$7,397 29	\$6,301 40
Average per passenger carried.....	2285	.....	.....
Average per passenger per mile	0248	.....	.....
Average per passenger train per mile.....	4902	.....	.....
Freight earnings and expenses (including miscellaneous earnings)	\$15,340 85	\$8,658 44	\$6,682 41
Average per ton of freight carried.....	1038	.....	.....
Average per ton of freight per mile	103	.....	.....
Average per freight train per mile.....	549	.....	.....

ITEM.	All local. Cents.
Computed from earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.43
Average rate received per mile per ton for carrying freight, all classes.....	10.8

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Bath to Hammondsport, single track.....	10
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	<u>11</u>
Laid with steel rail, main line.....	10
Average life of rails — steel, 20 years; average life of ties, 7 years; weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 25
Wooden bridges.....	12	150
Total	13	175

Description of Road and Equipment - (Continued).

Equipment.	Number owned.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	2	.....
First-class passenger cars.....	2	2	2
Baggage, mail and express cars.....	2	2	2
Total.....	4	4	4
Box freight cars.....	3	3	.....
Coal freight cars.....	1	.....	.....
Flat freight cars.....	1	.....	.....
Service.....	3	.....	.....
Total.....	8	3	.....

Passenger cars equipped with Westinghouse brake and Miller coupler.
Spring point switches used on road.

Miscellaneous Statistics.

Passenger cars are heated by stoves, lighted by mineral oil lamps and ventilated by Creamer ventilator.

United States and Wells-Fargo Express companies run over this road at a fixed rate per 100 pounds.

United States mails are carried over this road at rates fixed by the Postmaster-General.

Description of Freight Moved.

Item.	Tonnage.	Per cent.
Flour.....	300	2.00
Grain.....	120	.80
Meats and provisions.....	108	.89
Live stock.....	286	2.00
Lumber.....	180	1.31
Coal and coke.....	4,320	29.17
Petroleum and other oils.....	72	.49
Manufactures.....	3,186	21.22
All other merchandise.....	668	4.36
All other agricultural products.....	4,476	30.94
All other articles not included above.....	768	5.23
Total.....	14,812	100

EMPLOYEES.

Average number of persons employed (including officials) during year..... 20
Aggregate amount of salaries and wages paid them..... \$8,486 00

Officers of the Company.

Name.	Title.	Official Address.
CHARLES W. DRAKE.....	President.....	22 Nassau St., New York city.
M. F. SHEPPARD.....	Vice-President.....	Penn Yan, N. Y.
F. M. McDOWELL.....	Secretary.....	Penn Yan, N. Y.
FRANK CAMPBELL.....	Treasurer.....	Bath, N. Y.
H. S. STEBBINS.....	Manager.....	Hammondsport, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES W. DRAKE.....	New York city.
M. F. SHEPPARD.....	Penn Yan, N. Y.
F. M. McDOWELL.....	Bath, N. Y.
FRANK CAMPBELL.....	Bath, N. Y.
J. BAUDER.....	Hammondsport, N. Y.
L. S. STEBBINS.....	Hammondsport, N. Y.

Title of company, Bath and Hammondsport Railroad Company.
General offices at Hammondsport, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in December.
For information concerning this report, address Henry S. Stebbins, Manager.

BOSTON AND ALBANY.

(Date of charter, Nov. 2, 1870.)

First. Act of Commonwealth of Massachusetts, establishing the Boston and Worcester Railroad Corporation, June 23, 1831.
Second. Act of Commonwealth of Massachusetts, establishing the Western Railroad Corporation, March 15, 1833.
Third. Castleton and West Stockbridge Railroad Company; incorporated by the State of New York, May 15, 1834.
Fourth. Name changed to Albany and West Stockbridge Railroad Company, by act of May 5, 1836. November 11, 1841, a permanent contract of transportation was made by the Western Railroad Company and the Albany and West Stockbridge Railroad Company, for the operation of the latter by the former.
Fifth. By an act of Commonwealth of Massachusetts, passed May 24, 1867, the Boston and Worcester Railroad Corporation was consolidated with the Western Railroad Corporation under the name of the Boston and Albany Railroad Company.
Sixth. By an act of Commonwealth of Massachusetts, passed May 24, 1867, the Western Railroad Corporation was consolidated with the Boston and Worcester Railroad Company under the name of the Boston and Albany Railroad Company.
Seventh. Under authority of act of the State of New York, passed May 20, 1869, and by act of Commonwealth of Massachusetts, passed May 23, 1869, the Boston and Albany Railroad Company and the Albany and West Stockbridge Railroad Company of New York were united and consolidated and became the Boston and Albany Railroad Company. This was consummated November 2, 1870.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	300,000	.....	.....
Issued for actual cash and now outstanding	250,000	\$25,000,000 00	\$25,129,282 50

Number of stockholders..... 8,099

* FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Six per cent bonds.	July 1, 1875	20	p.c. 6	July 1, Jan. 1	\$2,000,000	\$2,000,000	\$2,050,117 5
Five per cent bds..	April 1, 1882	20	5	Apr. 1, Oct. 1	3,858,000	3,858,000	.....
Total					\$5,858,000	\$5,858,000	\$2,050,117 5

* The seven per cent bonds were due February 1, 1892. All but \$17,000 have been presented and cancelled.

BOSTON AND ALBANY.

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Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$6,332,343 95
Bridges.....	1,182,781 18
Superstructure (including ties) and rails.....	5,795,293 04
Land, land damages and fences.....	5,173,713 51
Passenger freight, fuel and water stations.....	2,947,517 89
Engine and car houses, shops, machinery and tools.....	1,233,718 76
Engineering expenses.....	1,542,293 12
Purchase of constructed road.....	917,675 53
Riverside branch.....	231,835 78
Improvements at Springfield.....	581,735 08
Total cost of road.....	\$36,099,933 87

EQUIPMENT.

Locomotives.....	1,215,000 00
Passenger, mail, baggage and express cars.....	458,000 00
Freight and other cars ..	1,442,400 00
Total cost of equipment.....	\$3,115,400 00
Grand total cost of road and equipment.....	\$39,215,333 87

Income Account for Year Ending June 30, 1893.

Gross earnings from operation.....	\$9,602,400 79
Less operating expenses (excluding all taxes).....	6,801,287 08
Net earnings from operation.....	\$2,801,113 71

Income from other sources as follows, viz.:

Rent of buildings.....	\$216,366 73
Interest on current balances.....	44,246 96
	260,613 69
Gross income from all sources.....	\$3,061,727 40

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$517,066 47
Rentals.....	78,000 00
Taxes on property used in operation of road.....	311,935 34
Taxes on earnings and capital stock.....	889,959 81
	1,796,961 62
Net income from all sources.....	\$1,264,765 78

Payments from net income, as follows, viz.:

Dividends declared, 4 per cent on \$20,000,000, common stock.....	\$800,000 00
Dividends declared, 4 per cent on \$25,000,000, common stock.....	1,000,000 00
	1,800,000 00
Surplus for year ending June 30, 1892.....	\$46,765 78

General Income Account.

Surplus for year ending June 30, 1892.....	\$46,765 78
Surplus up to June 30, 1891 ..	\$100,168 40
Less United States government claim allowed.....	43,006 24
	57,162 16
Total surplus June 30, 1892.....	\$122,229 18

DETAILED STATEMENT OF RENTALS.

Ware River railroad.....	\$52,500 00
Attitash and North Adams railroad.....	23,500 00
North Brookfield railroad	1,500 00
North Brookfield, accrued.....	1,500 00
Total amount of rentals deducted from income.....	\$78,000 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$2,854,499 58		
Freight, local	2,808,887 89		
		\$4,722,856 47	\$4,722,856 47
Passengers, through	1,290,894 02		
Passengers, local	2,891,829 08		
	\$3,981,523 10		
Mall	211,753 80		
Express	272,896 15		
Other sources, passenger department	100,426 98		
			4,566,600 03
Miscellaneous, as follows, viz.:			
Elevators, etc.	\$196,141 91		
Gravel	117,188 87		
		313,276 28	313,276 28
Total gross earnings	\$4,566,600 03	\$3,066,181 75	\$9,602,800 78

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$90,912 63	\$98,094 91	\$189,007 54
Steel rails laid, 8,331 tons; cost..	\$222,635 00		
Badly worn rails laid, 6,235 tons; cost	\$155,875 00		
	182,063 31	193,446 69	375,510 00
Repairs of road bed	314,802 80	399,672 87	714,475 67
Repairs of bridges (including culverts and cattle-guards)	94,619 83	103,094 44	197,713 76
Repairs of stations, shops, docks, etc.	81,598 43	83,042 72	164,641 15
Repairs of fences	10,823 65	11,684 14	22,507 79
Total	\$774,823 15	\$886,035 77	\$1,610,858 92

Maintenance of equipment:

Repairs of locomotives	\$386,211 81	\$386,164 09	\$752,375 90
Repairs of cars	285,717 32	594,946 86	880,664 18
Repairs of machinery and tools	10,396 07	11,217 38	21,613 45
Total	\$561,825 20	\$892,328 33	\$1,454,153 53

Conducting transportation:

Wages of conductors and men	\$332,195 88	\$398,914 82	\$731,110 70
Wages of engineers and firemen	242,617 81	301,785 13	544,402 94
Fuel for locomotives	361,920 65	390,518 14	752,438 79
Oil and waste	52,764 21	83,352 65	136,116 86
Water supply	22,955 53	24,779 66	47,735 19
Other train supplies or expenses	47,561 43	4,594 53	52,155 96
Wages of station agents and clerks	124,748 80	184,604 22	309,353 02
Wages for labor at stations	306,466 09	222,777 38	529,243 47
Station supplies	46,486 65	50,105 24	96,591 89
Wages of watchmen, flagmen and switchmen ..	103,899 39	116,983 18	220,882 57
Other expenses for conducting transportation ..	2,405 00	59,120 85	61,525 85
Total	\$1,523,481 44	\$1,699,450 45	\$3,227,931 89

General expenses:

Salaries of general officers and clerks	\$53,845 82	\$67,560 25	\$110,906 07
General office expenses and supplies	85,833 60	88,114 45	173,948 05
Stationery and printing	18,170 37	19,606 87	37,777 24
Outside agencies and advertising	3,430 30	3,690 62	7,120 92
Legal expenses	7,358 00	7,982 30	15,340 30
Loss and damage of freight and baggage	13,501 35	14,567 98	28,069 33
Damage to cattle and property	3,204 62	3,458 01	6,662 63
Injuries to persons	15,115 88	16,809 69	31,925 57
Telegraph maintenance and operation	10,903 49	11,829 64	22,733 13
Mileage of cars of other companies (debit balance)		107,630 35	107,630 35
Other general expenses	18,154 70	49,577 42	67,732 12
Total	\$173,558 08	\$330,283 31	\$503,841 39
Grand total operating expenses	\$3,043,187 89	\$3,758,099 66	\$6,801,287 55

BOSTON AND ALBANY.

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General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road.....	\$36,000,000 00
Cost of equipment.....	3,145,400 00

Other permanent investments, as follows, viz.:

Stocks of other companies.....	\$475,485 00
*Real estate.....	207,102 52
	<u>682,587 52</u>

Current assets, as follows, viz.:

Cash on hand.....	\$849,804 20
Open accounts.....	865,188 89
Materials and supplies.....	201,477 88
Trustees' improvement fund.....	1,792,822 81
	<u>3,310,277 91</u>
	<u>\$39,289,268 30</u>

LIABILITIES.

Capital stock.....	\$25,000,000 00
Funded debt.....	5,875,000 00

Current liabilities, as follows, viz.:

Interest on funded debt and rentals due and accrued.....	\$110,325 00
Dividends unpaid.....	503,816 00
Open accounts.....	96,905 06
Rentals due July 1st.....	37,500 00
Improvement fund.....	1,408,628 16
Ware river sinking fund.....	90,804 85
	<u>2,241,029 17</u>
Profit and loss (surplus).....	129,229 18
	<u>\$39,289,268 30</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	1,214,873	10,881,194	12,096,067
Number of passengers carried one mile.....	62,591,873	155,304,532	217,796,211
Number of tons of freight carried.....	1,990,009	2,266,566	4,256,575
Number of tons of freight carried one mile....	297,538,422	149,064,569	446,602,991

Passenger train mileage.....			2,099,191
Freight train mileage.....			2,318,973
All other train mileage.....			202,800
Total train mileage.....			<u>6,640,963</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$4,566,669 03	\$3,043,167 82	\$1,523,481 21
Rate per passenger carried.....	+ 33005	125284	+07961
Rate per passenger per mile.....	+ 01838	01397	+00431
Rate per passenger train per mile.....	+1 2847	9819	+13086
Light earnings and expenses (including miscellaneous earnings).....	5,086,181 75	3,756,099 86	1,329,081 89
Rate per ton of freight carried.....	+1 1095	8829	+12206
Rate per ton of freight per mile.....	+ 0106	00641	+00365
Rate per freight train per mile.....	+1 4144	1 1855	+12589

Amount added to real estate during the year, \$34,874.99.

Computations marked with dagger (†) not based on the figures as above reported.—R. R. Commissioners.

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.061	Cents. 1.784	Cents. 1.828
Average rate received per mile per ton for carrying freight, all classes .....	.791	1.588	1.06

Description of Road and Equipment.

TRACK.	MILES OWNED.		Miles leased, entire length, outside N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Boston to Albany, single track	89.80	201.65	.....	89.80	201.65
Branches, or other roads, laid single track.....	17.83	108.95	83.13	17.83	187.08
Total single track.....	56.63	305.60	83.13	56.63	388.73
Second track on main line	89.80	201.65	.....	89.80	201.65
Second track branches or other roads.....	1	16	.....	1	16
Total second track.....	40.80	217.65	.....	40.80	217.65
Third track on main line.....	.....	9.49	.....	.....	9.49
Fourth track on main line .....	.....	9.47	.....	.....	9.47
Total third and fourth track.....	.....	18.96	.....	.....	18.96
Sidings and turnouts on main line.....	27.16	177.76	.....	27.16	177.76
Sidings and turnouts on branches or other roads.....	7.22	52.64	16.52	7.22	69.16
Total sidings and turnouts.....	34.38	230.40	16.52	34.38	246.92
Grand total of tracks, sidings and turnouts.....	181.81	772.61	99.65	181.81	872.26
Laid with steel rail, main line.....	78.60	422.26	.....	78.60	422.26
Laid with steel rail, branches or other roads.....	16.96	117.92	81.09	16.96	199.01
Laid with iron rail, branches or other roads.....	1.87	2.03	2.04	1.87	4.07

Average life of rails — steel, 10 years, iron, 3 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 95 lbs., minimum, 62 lbs.; iron, maximum, 63 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Newton Highlands..	Boston	River Side.....	.....	9.93	Owned.	9.89	19.82	.....
Grand Junction.....	Cottage Farm...	East Boston...	.....	9.45	Owned.	5.11	14.56	.....
Newton Lower Falls.	Riverside.....	Newt'n L. Falls	.....	1.10	Owned.	.....	1.10	.....
Saxonville	Natick	Saxonville ....	.....	3.70	Owned.	.....	3.47	.....
Milford	So. Framingham	Milford .....	.....	12.00	Owned.	.....	12.00	.....
Milbury	Milbury Junct..	Milbury .....	.....	3.00	Owned.	.....	3.00	.....
Spencer.....	South Spencer ..	Spencer.....	.....	2.18	Owned.	.....	1.75	.....
Athol	Springfield	Athol .....	.....	45.26	Owned.	.....	45.26	.....
Hudson & Chatham..	Chatham	Hudson.....	17.33	17.33	Owned.	1.00	16.96	1.37
			17.33	108.95	.....	16.00	117.92	2.03
Prov., Web. & Spring.	Webster Junct..	Webster .. ...	.....	11.23	Leased.	.....	11.23	.....
North Brookfield	East Brookfield.	No. Brookfield.	.....	4.00	Leased.	.....	2.72	1.28
Ware River	Palmer	Winchendon..	.....	49.35	Leased.	.....	49.35	.....
Pitts. & No. Adams	Pittsfield	North Adams..	.....	18.55	Leased.	.....	17.79	.....
			.....	83.13	.....	.....	81.09	2.04

Description of Road and Equipment — (Continued).

Bridges.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Stone bridges.....	8	161	40	1,408.81
Iron bridges.....	19	1,420.45	153	10,405.42
Wooden bridges.....	5	424.50	26	1,911.79
Wooden trestles.....			19	3,324.72
Total	32	2,005.95	234	17,050.74

EQUIPMENT.	Number owned	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	40	196,000	40	.....
Locomotives, 6 drivers.....	9	144,678	9	.....
Locomotives, 4 drivers.....	191	164,678	180	70
Total	240	.....	229	70

19.25 per cent of 4 buffet cars, Boston and Chicago line.....	.....	.....	.....	.....
First-class passenger cars.....	301	99,390	301	301
Baggage, mail and express cars.....	55	57,250	55	55
Total	356	.....	356	356

Box freight cars.....	2,340	20,100	1,327	2,271
Stock freight cars.....	56	27,975	30	30
Coal freight cars, 8 wheels.....	1,966	27,090	264	632
Coal freight cars, 4 wheels.....	245	9,800	.....	115
Flat freight cars.....	696	20,570	11	418
Other freight cars.....	78	.....	18	43
Caboose cars.....	80	.....	.....	.....
Service cars.....	300	.....	50	81
Total	6,342	.....	1,695	3,780

Passenger and freight cars on road equipped with Gould, Miller, Cowell, Ames, Thurmond, Dowling and Trojan brakes and couplers.
Tyler and spitt rail switches in use on road.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles.....	25.02	165.82
Railroads crossing road at grade.....	3	17
Railroads crossing road over or under grade.....	.....	4
Highway crossings at grade without protection.....	43	230
Highway crossings at grade protected by gates or flagmen.....	14	100
Highway crossings over or under grade.....	24	171
Overhead obstructions less than 20 feet above track.....	10	62

Passenger cars are heated by steam and lighted by oil, 800° test, and gas, and ventilated by windows in roof.
Adams and American Express Companies run over line and pay a fixed charge for a certain amount of space, and any excess is charged at a fixed rate.
Wagner Palace Car Co. runs its cars over the road. No contract and no revenue therefrom.
Ed. White, Midland, Blue, Canada Southern, Milwaukee and Michigan transportation companies do business over line of road and use company's cars. The Merchants' Dispatch transportation Co. runs over road and uses its own cars. No preference given them.
Rate for transportation of mails made by the United States government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	941,384
Grain	495,138
Meats and provisions	800,088
Livestock	305,987
Lumber	334,080
Pig and bar iron and steel	139,367
Iron or other ores	308,927
Coal and coke	739,308
Petroleum and other oils	68,657
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	282,134
All other manufactures	236,304
All other merchandise	604,213
All other agricultural products	385,437
All other articles not included above	180,708
Total	4,258,575

NUMBER OF ACCIDENTS.

	Injured	Killed	Total
Passengers	1	1	2
Employees	12	—	12
Others	2	4	6
Total	21	5	26

Average number of persons employed (including officials) during year 5,958
 Aggregate of salaries, wages and expenses paid them \$3,720,455 14

Officers of the Company.

Title.	Official Address.
President	Roxton, Mass.
Vice-President	Roxton, Mass.
General Manager	Roxton, Mass.
General Counsel	Roxton, Mass.
Treasurer	Roxton, Mass.
Assistant Treasurer	Springfield, Mass.
General Superintendent	Roxton, Mass.
General Traffic Manager	Roxton, Mass.
General Freight Agent	Roxton, Mass.
Assistant General Freight Agent	Roxton, Mass.
General Passenger Agent	Roxton, Mass.
Auditor	Roxton, Mass.
Ticket Auditor	Roxton, Mass.
Freight Auditor	Springfield, Mass.
Engineer	Springfield, Mass.
Superintendent Water Works	Boston, Mass.
Paymaster	Boston, Mass.

Directors of the Company.

Residence.
Roxton, Mass.
Woburn, Mass.
Dalton, Mass.
Worcester, Mass.
New York City.
Westfield, Mass.
Woburn, Mass.
Concord, Mass.
Brookline, Mass.
Peabody, Mass.
Springfield, Mass.
Brookline, Mass.
Boston, Mass.

Railroad Company.

Mass.

September 28, 1899.

Report, address M. E. Barber, Auditor, Boston, Mass.

BRADFORD, ELDRED AND CUBA.

REPORT OF T. C. PLATT, RECEIVER.

(Date of charter, May 11, 1881.)

The Bradford, Eldred and Cuba Railroad Company is a corporation of the State of New York, created by filing articles of association in the office of the Secretary of State, the 11th day of May, 1881, under the General Railroad Law of the State of New York.

This corporation is lessee of the following railroad corporations, viz.:

First. The Wellsville, Bolivar and Eldred Railroad Company, a corporation of the State of New York, created by filing articles of association in the office of Secretary of State of New York, April 29, 1881.

Second. The Bradford, Richburgh and Cuba Railroad Company, a corporation of the State of Pennsylvania, chartered under the General Railroad Laws of the State of Pennsylvania, March, 1881.

This company was put into the hands of Receiver, Hon. T. C. Platt, by decree of Supreme Court of the State of New York, February 4, 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash and now outstanding...	4,800	480,000	\$480,000

Number of stockholders 34

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds	1882	50	p.c. 6	Jan. and July.	\$500,000	\$500,000	\$500,000
Second motgage bonds...	1882	50	6	Dec. and June.	100,000	60,000	60,000
Total.....	.....	.....	.....	.....	\$600,000	\$560,000	\$560,000

Cost of Road and Equipment.

ROAD.

Total cost up to June 30, 1892.

Total cost of road and equipment, as reported, up to June 30, 1891.....	\$554,822 57
Less cash realized from sale of cars, etc.....	2,396 07
Grand total cost of road and equipment.....	\$552,426 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$26,962 82
Less operating expenses (excluding all taxes).....	29,480 85
Net loss from operation	\$2,467 58
Deductions from income as follows, viz.:	
Interest on funded debt due and accrued	\$33,600 00
Taxes.....	934 88
Interest on current liabilities.....	17 28
	34,552 11
Deficit for year ending June 30, 1892.....	\$37,019 64

T	P	T	T	G	A		S	N		E		H	F	I	I	Z		T	D	
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Wavelength (nm)	Fluorescence Intensity (a.u.)	Excitation Wavelength (nm)	Quantum Yield (%)	Notes
280	0.1	280	10	Low intensity
300	0.5	300	20	Low intensity
320	1.2	320	30	Low intensity
340	2.5	340	40	Low intensity
360	4.0	360	50	Low intensity
380	6.0	380	60	Low intensity
400	8.0	400	70	Low intensity
420	10.0	420	80	Low intensity
440	12.0	440	90	Low intensity
460	14.0	460	100	Low intensity
480	16.0	480	110	Low intensity
500	18.0	500	120	Low intensity
520	20.0	520	130	Low intensity
540	22.0	540	140	Low intensity
560	24.0	560	150	Low intensity
580	26.0	580	160	Low intensity
600	28.0	600	170	Low intensity
620	30.0	620	180	Low intensity
640	32.0	640	190	Low intensity
660	34.0	660	200	Low intensity
680	36.0	680	210	Low intensity
700	38.0	700	220	Low intensity
720	40.0	720	230	Low intensity
740	42.0	740	240	Low intensity
760	44.0	760	250	Low intensity
780	46.0	780	260	Low intensity
800	48.0	800	270	Low intensity
820	50.0	820	280	Low intensity
840	52.0	840	290	Low intensity
860	54.0	860	300	Low intensity
880	56.0	880	310	Low intensity
900	58.0	900	320	Low intensity
920	60.0	920	330	Low intensity
940	62.0	940	340	Low intensity
960	64.0	960	350	Low intensity
980	66.0	980	360	Low intensity
1000	68.0	1000	370	Low intensity

A 1751 THE NEW YORK STATE.

	Number	Aggregate length
	<i>Feet</i>	<i>Feet</i>
Wooden bridges	1	803
Wooden trestles	14	5280
Total	15	6083

	No. equipped with coupler	No. equipped with brake	No. equipped with both	Total
Locomotives	100	100	100	100
Cars	100	100	100	100
Total	200	200	200	200

First class passengers	1	4	4
Second class passengers	5	3	3
Third class passengers		2	2
Total		9	9

$$\begin{array}{l} \Gamma_1 \leq \Gamma_2 \leq \Gamma_3 \\ \Gamma_1 \leq \Gamma_2 \leq \Gamma_3 \\ \Gamma_1 \leq \Gamma_2 \leq \Gamma_3 \\ \Gamma_1 \leq \Gamma_2 \leq \Gamma_3 \end{array}$$

Abstract

N.Y. State "Entire Line"

"If we have..."

I... some lamps are ventilated & ...
transmitted ... percent
... operated

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	234
Grain	29
Meats and provisions	140
Lumber	5,366
Iron and other ores	1,320
Petroleum and other oils	89
Manufactures	1,191
All other merchandise	526
All other agricultural products	222
All other articles not included above	556
Total	9,623

EMPLOYES.

Average number of persons employed (including officials) during year.....	38
Average amount of salaries and wages paid them.....	\$17,062 20

Officers of the Company.

Name.	Title.	Official Address.
THOMAS C. PLATT	Receiver.....	New York city.
FRANK M. BAKER	Receiver's Agent	Addison, N. Y.
FRANK H. PLATT.....	President	New York city.
THEO. F. WOOD	Secretary.....	New York city.
B. W. SPENCER	Treasurer	New York city.
W. W. ATWOOD	Superintendent	Wellsville, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES C. ATTENBURG	New York city.
FRANK M. BAKER	Owego, N. Y.
B. F. BALINGER.....	Elizabeth, N. J.
ED. M. DICKINSON	New York city.
HERMAN S. LEROY	New York city.
W. E. MANTINS.....	New York city.
THOMAS C. PLATT.....	New York city.
FRANK H. PLATT.....	New York city.
AUGUST STEIN	New York city.
B. W. SPENCER	New York city.
W. C. SHELDON	New York city.
THEO. F. WOOD	New York city.

Title of company, Bradford, Eldred and Cuba Railroad Company.
General offices at Addison, N. Y.
For information concerning this report address Frank M. Baker, Agent for Receiver.

BROOKLYN, BATH AND WEST END.

(Date of charter, January 22, 1879.)

Organized in 1862 as the Brooklyn, Bath and Coney Island Railroad Company. Sold and reorganized as the Brooklyn, Bath and West End Railroad Company December 5, 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	1,000	\$100,000	.....
Issued for actual cash, and now outstanding.....	5,000	500,000	520	52,000	\$552,000

Grand total of common and preferred stock now outstanding.....	\$552,000 00
Number of stock-holders.....	35

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort., series "A".....	Jan. 1, 1887	10-20	p.c. 5	Jan. and July	\$250,000	\$250,000	\$250,000
First mort., series "B".....	.....	20	5	Ap'l and Oct.	250,000	250,000	.....
Second mortgage, series "C".....	July 1, 1891	20	5	Jan. and Dec.	100,000	52,000	.....
Total					\$600,000	\$552,000	\$250,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Cost of road to June 30, 1891 .....	.....	\$1,026,876 75
Ballast.....	\$1,404 68	.....
Grading and masonry and superstructure (including ties).....	1,042 60	.....
Rails and fixtures.....	745 59	.....
Land.....	1,920 87	.....
Passenger and freight stations.....	4,682 54	.....
Engine and car houses	125 46	.....
Shops, machinery, tools and turntable	786 94	.....
Engineering expenses.....	185 00	.....
Interest and discount charged to construction.....	52,349 19	.....
Meter charges refunded..... \$175 00	*175 00	.....
Right of way..... 200 00	*200 00	.....
Total cost of road.....	\$62,867 87	\$1,089,741 62
EQUIPMENT.		
Cost of equipment to June 30, 1891.....	.....	\$78,867 06
Trucks	\$800 00	.....
Total cost of equipment	\$800 00	\$79,667 06
Grand total cost of road and equipment.....	\$63,667 87	\$1,169,411 68

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Amount expended during the year upon the completion of the construction of the Union depot and train yard at Thirty-sixth street and Fifth avenue, Brooklyn, N. Y.		\$3,067 58
Shed at Blythebourne station.....		150 00
Enlargement of shed, pens and platforms at Coney Island station.....		1,464 96
Construction of turntable at Coney Island station yard.....		786 94
Extension of engine house at Unionville shops.....		125 46
Construction of extension of road from Forty-first street and Tenth avenue to Thirty-ninth street and Tenth avenue, New Utrecht, with purchase of lands, land rights, etc.....		5,898 74
Interest and discount charges and construction.....		52,349 19
		\$63,242 87
Less refunded water meter charges, Twenty-seventh street property...	\$175 00	
Right of way granted Brooklyn Elevated railroad in front of Twenty-seventh street property.....	200 00	
		875 00
Four passenger car trucks.....		\$62,867 87
		800 00
Total.....		\$63,667 87

* Credit.

Income Account for Year Ending June 30, 1893.

Gross earnings from operation.....	\$78,278 80
Less operating expenses (excluding all taxes).....	75,078 89
Gross income from all sources.....	\$3,200 91
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$26,516 66
Taxes on property used in operation of road.....	4,564 86
Taxes on earnings and capital stock	515 33
Interest on other than funded debt.....	4,576 79
	36,173 63
Deficit for year ending June 30, 1893	\$33,973 49

General Income Account.

Deficit for year ending June 30, 1893	\$33,973 49
Deficit up to June 30, 1891.....	14,250 80
Total deficit June 30, 1893	\$47,223 65

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local.....	\$714 95
Passengers, all local.....	76,910 84
Rentals of property	648 01
Total gross earnings.....	\$78,278 80

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$4,964 27
Repairs of stations, shops, docks, etc....	1,069 25
Total	\$6,033 52

Maintenance of equipment:

Repairs of locomotives	\$4,565 20
Repairs of cars	2,796 91
Repairs of machinery and tools	784 17
Shop supplies.....	447 90
Shop clerk.....	60 90
Total	\$8,665 17

Conducting transportation:

Wages of conductors and men	\$3,103 81
Wages of engineers and firemen	7,817 70
Fuel for locomotives	18,514 42
Oil and waste	32 88
Water supply	94 90
Other train supplies or expenses.....	883 95
Wages of station agents and clerks	3,863 85
Wages for labor at stations	2,048 97
Station supplies	1,394 71
Wages of watchmen, flagmen and switchmen	4,124 06
Other expenses for conducting transportation; rent stations	350 00
Total.....	\$99,078 85

General expenses:

Salaries of general officers and clerks.....	\$0,405 85
General office expenses and supplies.....	978 66
Stationery and printing	2,070 24
Outside agencies and advertising.....	1,600 21
Legal expenses.....	2,581 24
Damage to cattle and property	25 00
Injuries to persons	1,716 60
Telegraph maintenance and operation	456 19
Insurance	385 67
Travel	404 96
Western Union bill	109 77
Railroad Commissioners.....	32 26
Total	\$20,671 65

Grand total operating expenses.....	\$75,078 89
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REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road		\$1,089,744 02
Cost of equipment.....		79,007 06
<i>Current assets as follows, viz.:</i>		
Cash on hand.....	\$7,631 10	
Due by agents.....	93 00	
Open accounts.....	2,479 33	
Materials and supplies.....	627 47	
		10,830 90
Profit and loss (deficiency).....		47,232 05
		<u>\$1,227,475 23</u>

LIABILITIES.

Capital stock		\$552,000 00
Funded debt		538,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded and floating debt due and accrued	\$34,782 30	
Audited vouchers and pay rolls.....	16,590 22	
Open accounts.....	11,318 14	
Loans and bills payable, mortgages.....	71,028 47	
		133,719 13
		<u>\$1,227,475 23</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	694,363
Number of passengers carried one mile.....	2,676,540
Number of tons of freight carried.....	1,708
Number of tons of freight carried one mile	4,914
Passenger train mileage.....	189,318
Freight train mileage.....	9,611
All other train mileage	1,617
Total train mileage.....	<u>199,541</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$78,878 90	\$75,073 55	\$3,805 35
Average per passenger carried	0.0876	0.0839	0.0037
Average per passenger per mile	0.0002	0.0002	0.0000
Average per passenger train per mile.....	0.005	0.004	0.001

ITEM.

Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes.. ..	<u>*2.96</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Brooklyn to Coney Island, single track	6.64
Second track on main line.....	6.14
Sidings and turnouts on main line	8.72
Grand total of tracks, sidings and turnouts.....	21.50
Laid with steel rails, main line.....	12.85
Laid with iron rails, main line	8.65

Average life of rails — steel, 15 years, iron, 10 years; average life of ties, 5 years, weight of rails per yard — steel, maximum, 66 pounds, minimum, 50 pounds; iron, maximum, 40 pounds, minimum, 35 pounds; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

* Should be 2.87 cts. — R. R. Commissioners.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	<i>Feet.</i> 148

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	\$7,000	60,000	20	7	.....
First-class passenger cars.....	9	\$3,000	20,000	15	9	9
First-class passenger cars, open	38	2,000	7,000	10	38	28
Baggage, mail and express cars	2	2,000	8,000	8	2	.....
Total	49	.....	.....	.....	49	37
Box freight cars	2	\$500	16,000	10	2	.....
Flat cars	2	.....	.....	.....	2	.....
Service	10	130	5,000	8	.....	.....
Total	14	.....	.....	.....	4	.....

Eames' vacuum brake and Cowell automatic coupler and buffer on all passenger cars.
All point switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph operated by company.....	6.00
Railroads crossing road at grade.....	2
Railroads crossing road over or under grade.....	1
Highway crossings at grade protected by gates or flagmen	11

Passenger cars are heated by Speare heaters, lighted by center kerosene lamps and ventilated by patent top ventilators.

Mail carried by messenger for contractor.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent. .
Flour and grain	1,060	62.06
Fats and provisions.....	425	2.49
Lumber.....	114.5	6.70
Petroleum and other oils.....	4.5	.26
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	140	8.20
Other manufactures.....	80	1.76
Other merchandise	5	.39
Other agricultural products	19	1.11
Other articles not included above.....	292.5	17.13
Total	1,708	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Passengers	1	.....	1
Others, not employes .....	.....	1	1
Total	1	1	2

EMPLOYES.

Average number of persons employed (including officials) during the year.....	63
Aggregate amount of salaries and wages paid them.....	\$43,719 80

Officers of the Company.

Name.	Title.	Official Address.
ERNEST H. DAVIS	President...	36th st. and 5th ave., Brooklyn.
O. M. MEARS	Secretary and Treasurer.....	36th st. and 5th ave., Brooklyn.
J. P. HEINDELL.....	General Superintendent.....	36th st. and 5th ave., Brooklyn.
I. N. FRAM.....	Supt. Transportation.....	2d ave. and 39th st., Brooklyn.
CHAS. E. DODDRIDGE	Passenger and Claim Agent..	36th st. and 5th ave., Brooklyn.

Directors of the Company.

Name.	Residence.
ERNEST H. DAVIS.....	Brooklyn, N. Y.
J. M. BUTLER	Philadelphia, Pa.
JOHN DICKEY	Philadelphia, Pa.
ISAAC GERHART.....	Philadelphia, Pa.
WM. A. INGHAM	Philadelphia, Pa.
JOHN L. KATES	Philadelphia, Pa.
EDWARD ROBERTS	Philadelphia, Pa.
PERCIVAL ROBERTS	Philadelphia, Pa.
W. FREDERICK SNYDER.....	Philadelphia, Pa.

Title of company, Brooklyn. Bath and West End Railroad Co.
General offices at Thirty-sixth street and Fifth avenue. Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Thursday in November.
For information concerning this report, address O. M. Mears, Secretary.

BROOKLYN AND BRIGHTON BEACH.

(Date of charter, September 2, 1887.)

The Brooklyn and Brighton Beach Railroad Company was organized under chapter 430 of the Laws of 1874, and the act amending the same, known as chapter 446 of the Laws of 1876, relating to the reorganization of railroads sold under mortgage, and their certificate of incorporation was filed and recorded in the office of the Secretary of State, September 2, 1887.

On the 26th day of October, 1887, the said Brooklyn and Brighton Beach Railroad Company received a deed of the property and franchise of the Brooklyn, Flatbush and Coney Island Railway Company, purchased by said Brooklyn and Brighton Beach Railroad Company, under a plan or agreement of reorganization made May 12, 1887, between committees representing owners and holders of the first and second mortgage bonds of said Brooklyn, Flatbush and Coney Island Railway Company.

At the time of the delivery of said deed, the railroad and depot property were very much in need of repair, and their depot at Coney Island, in the Brighton Beach Hotel, and the hotel itself, in danger of destruction by the encroachments of the ocean. The Brooklyn and Brighton Beach Railroad Company immediately commenced operations to move the depot buildings and hotel back to a place of safety, some six hundred feet from the ocean. The moving was successfully accomplished, the large building having been moved in one piece on cars and railroad tracks, a new depot constructed, all buildings thoroughly repaired, the depot grounds at the ocean filled in and regraded, the railroad from Atlantic avenue, Brooklyn, to the ocean put in thorough order, and the equipment and rolling stock all renovated.

The railroad is a double track railroad, running from Atlantic avenue, near Franklin avenue, in the city of Brooklyn, to the Atlantic ocean, seven and one half miles in length.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value	Number of shares	Total par value.	
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding	5,000	\$500,000	5,000	\$500,000	\$1,000,000

Grand total of common and preferred stock now outstanding..... \$1,000,000
 Number of stockholders..... 29

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds..	Sept. 1, 1887	40	p.c. 5	Sept. 1, 1927	\$500,000	\$500,000	\$498,884 66

Cost of Road and Equipment.

ROAD.		Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast			\$284,593 98
Bridges			39,774 88
Superstructure (including ties).....			98,807 24
Rails			75,308 97
Land		\$432 66	549,020 88
Fences			18,408 11
Passenger and freight stations.....			48,588 99
Engine and car houses.....			14,296 74
Shops, machinery and tools.....			1,008 75
Fuel and water stations			3,721 80
Engineering expenses.....			15,975 71
Interest and discount charged to construction.....			1,115 84
Office furniture.....			800 00
Telegraph line			3,965 07
Legal expenses.....			4,055 77
Hotel furniture			25,000 00
Buildings and grounds.....		16 50	891,481 92
Total cost of road.....		\$449 16	\$1,571,059 10
EQUIPMENT.			
Locomotives			\$44,661 82
Passenger cars.....			62,589 65
Freight and other cars.....			8,655 68
Total cost of equipment.....			\$110,856 60
Grand total cost of road and equipment		\$449 16	\$1,681,915 70

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land supports.....	\$438 06
New walk, Brighton station.....	16 50
	<u>\$449 16</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$118,405 00
Less operating expenses (excluding all taxes).....	75,457 84
Net earnings from operation.....	<u>\$37,948 06</u>
<i>Income from other sources as follows, viz.:</i>	
Telegraph.....	500 00
Gross income from all sources.....	<u>\$38,448 06</u>

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$25,000 00
Taxes on property used in operation of road.....	1,938 91
Taxes on earnings and capital stock.....	572 03
Taxes other than above.....	11,662 44
Other interest.....	13,001 44
Terminal property department.....	20,756 30
	<u>81,926 12</u>
Deficit for the year ending June 30, 1892.....	<u>\$43,478 06</u>

General Income Account.

Deficit for the year ending June 30, 1892.....	\$43,478 06
Deficit up to June 30, 1891.....	106,865 26
Total deficit June 30, 1892.....	<u>\$150,343 32</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$1,457 12	\$1,457 12
Passengers, all local.....	\$111,848 48		111,848 48
Express.....	100 00		100 00
Total gross earnings.....	<u>\$111,948 48</u>	<u>\$1,457 12</u>	<u>\$113,405 00</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$4,888 50		\$4,888 50
Repairs of bridges (including culverts and cattle guards).....	246 42		246 42
Repairs of stations, shops, docks, etc.....	751 58		751 58
Repairs of fences.....	191 78		191 78
Other expenses for maintenance of way and structures.....	518 23		518 23
Total.....	<u>\$6,591 51</u>		<u>\$6,591 51</u>

Maintenance of equipment:

Repairs of locomotives.....	\$3,502 64		\$3,502 64
Repairs of cars.....	3,616 87		3,616 87
Total.....	<u>\$7,119 51</u>		<u>\$7,119 51</u>

Conducting transportation:

Wages of conductors and men.....	\$5,295 22	\$86 00	\$5,381 22
Wages of engineers and firemen.....	5,708 49	91 50	5,799 99
Fuel for locomotives.....	14,500 90	129 50	14,630 40
Oil and waste.....	1,060 87	11 00	1,071 87
Water supply.....	700 04		700 04
Wages of station agents and clerks.....	4,352 43		4,352 43
Station supplies.....	1,218 06		1,218 06
Wages of watchmen, flagmen, and switchmen..	5,199 85	6 75	5,206 60
Other expenses for conducting transportation..	897 50		897 50
Total.....	<u>\$35,443 36</u>	<u>\$334 75</u>	<u>\$35,778 11</u>

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$11,913 08	.....	\$11,913 08
General office expenses and supplies.....	583 84	.....	583 84
Stationery and printing.....	702 41	.....	702 41
Outside agencies and advertising.....	1,184 05	.....	1,184 05
Legal expenses.....	3,940 17	.....	3,940 17
Damage to cattle and property.....	485 00	.....	485 00
Injuries to persons.....	495 00	.....	495 00
Other general expenses.....	1,574 14	.....	1,574 14
Total	\$20,908 80	.....	\$20,908 80
Gross total operating expenses.....	\$75,122 79	\$334 75	\$75,457 54

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road.....	\$1,571,050 10
Cost of equipment.....	110,856 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,745 61
Open accounts.....	4,550 30
Materials and supplies.....	1,250 00
Profit and loss (deficiency).....	152,343 35
	\$1,842,813 87
LIABILITIES.	
Capital stock.....	\$1,000,000 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	8,333 33
Open accounts.....	61,459 10
Loans and bills payable.....	\$73,021 44
	\$1,842,813 87

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	769,654
Number of passengers carried one mile.....	5,337,378
Number of tons of freight carried.....	8,568
Number of tons of freight carried one mile.....	52,199
Passenger train mileage.....	146,048
Freight train mileage	2,556
All other train mileage	1,002
Total train mileage.....	150,606

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$111,943 46	\$75,122 79	\$36,820 69
Average per passenger carried.....	145	098	047
Average per passenger per mile	0208	014	0068
Average per passenger train per mile.....	7665	5144	2521
Freight earnings and expenses (including miscellaneous earnings)	1,457 12	334 75	1,122 37
Average per ton of freight carried.....	17	04	13
Average per ton of freight per mile.....	0246	0056	019
Average per freight train per mile.....	56	13	43

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.0779
Average rate received per mile per ton for carrying freight, all classes	2.46

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Atlantic avenue to Brighton Beach, Coney Island, single track...	7.50
Second track on main line.....	7.50
Sidings and turnouts on main line.....	2.86
Grand total of tracks, sidings and turnouts.....	17.86
Laid with steel rail, main line.....	15

Average life of rails — steel, 20 years; average life of ties, 5 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges.....	9	Feet. 1,550
Wooden bridges.....	2	175
Wooden trestles.....	1	100
Total.....	12	1,825

EQUIPMENT.	Number owned.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	8	6,400	5	8	.....
First-class passenger cars.....	42	25,000	5	42	42
Baggage, mail and express cars.....	2	25,000	5	2	2
Total.....	44	.....	.....	44	44
Box freight cars.....	1	16,000	5	.....	1
Flat freight cars.....	6	15,000	2	.....	.....
Service cars.....	1	15,000	2	.....	.....
Total.....	8	.....	.....	.....	1

Cars equipped with Westinghouse and Eames' vacuum brake and Miller buffer coupler.
Horton's split switch in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned by company, miles.....	8¼
Highway crossings at grade protected by gates or flagman.....	13
Overhead obstructions less than twenty feet above track.....	11

Passenger cars are heated by steam, lighted with oil and ventilated by Creamer patent ventilators.
Westcott's Express does business over line of road on agreed percentage.

BROOKLYN AND BRIGHTON BEACH.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Meats and provisions	20
Lumber	98
Coal and coke	126
Petroleum and other oils	82
All other merchandise	112
All other agricultural products	8,067
All other articles not included above	5,104
Total	<u>\$8,563</u>

EMPLOYES.

Average number of persons employed (including officials) during year	71
Aggregate amount of salaries and wages paid them	\$32,668 92

Officers of the Company.

Name.	Title.	Official Address.
JAMES JOURDAN	President	346 Fulton St., Brooklyn, N. Y.
EDWARD L. LANGFORD	Secretary and Treasurer	346 Fulton St., Brooklyn, N. Y.
WILLIAM FINLEY	Superintendent	346 Fulton St., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
JAMES JOURDAN	Brooklyn, N. Y.
AARON S. ROBBINS	Brooklyn, N. Y.
WILLIAM MARSHALL	Brooklyn, N. Y.
ABRAHAM B. BAYLIS	Brooklyn, N. Y.
GEORGE I. MURPHY	Brooklyn, N. Y.
URIEL A. MURDOCK	New York, N. Y.
EDWARD L. LANGFORD	Brooklyn, N. Y.

Title of company, Brooklyn and Brighton Beach Railroad Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in September.

For information concerning this report, address Edward L. Langford, Secretary and Treasurer.

BROOKLYN AND ROCKAWAY BEACH.

(Date of charter, December 4, 1863.)

This road was completed and ready for operation, beginning to run trains, in the autumn of 1865.

It is authorized to operate, in connection with its steam railway, a ferry, equipped with boats propelled by steam power, from its railway terminus at Canarsie Landing, on Jamaica Bay, L. I., to Rockaway Beach, on the southern shore of Jamaica Bay. This ferry is operated during the summer months only, and has been so operated since 1865.

Special privileges and franchises were granted to this company by the Legislature of this State, by chapter 172 of Laws of 1864, passed April 12, 1864; by chapter 366 of Laws of 1866, passed April 4, 1866; by chapter 759 of Laws of 1871, passed April 26, 1871.

The company has a costly terminus at Canarsie Landing, on Jamaica Bay, Kings county, N. Y., the same having been constructed by filling in the dock in the bay with earth, at large cost, and a large hotel erected thereon at a cost of nearly \$50,000; also other buildings, fixtures, etc., at considerable expense. In addition to this the company has dredged out a steamboat channel in the shallows of Jamaica Bay, for a mile in length, and maintains the same as an outlet to navigable waters. The cost of all these permanent improvements is covered by cash realized from sale of its stock at par, its mortgage bonds and net earnings of business applied from time to time in place of making dividends. The United States government has on two or three occasions appropriated the sum of \$10,000 since this company first made the channel, and the amount has been expended in deepening and in widening the same.

Since 1891 sundry betterments have been made as set forth in this report, and additional work, including the relaying of part of old track and the laying of a second track, is contemplated to be performed during the coming season.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,000	\$150,000	\$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Consolidated mtge..	Apr. 28, 1891	40	p.c. 6	May & Nov. 1	\$350,000	\$185,000	\$185,000

NOTE.— On March 25, 1892, there were refunded and merged into above funded debt as follows, and as appearing in last report to be then in force: First mortgage bonds, May 1, 1889, twenty years; six per cent interest; payable, May and November; authorized, \$58,000; outstanding, \$58,000; refunded. Improvement bonds, April 1, 1889, one to ten years; six per cent interest; payable, April and October; authorized, \$10,000; outstanding, \$8,000; refunded.

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Interest and discount charged to construction.....	\$369 43	\$369 43
Steamer Julia used as ferry.....	.....	15,149 20
Betterments under contract for improvement of road, rolling stock, laying of second track, building terminals, acquiring rights of way, etc.....	117,365 01	337,814 99
Total cost of road.....	\$117,734 44	\$353,333 62

EQUIPMENT.

*Locomotives, passenger, mail, baggage, express and freight cars.....	\$70,441 19
Grand total cost of road and equipment.....	\$423,774 81

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Under contract entered into February 23, 1891, there has been added to the road and accessory properties of the company briefly as follows:

Three passenger coaches; an electric lighting plant capable of lighting all the grounds, station buildings, docks and structures of every kind at the southerly terminus of the road at Canarsie Landing; a commodious and substantial terminal depot and offices for the Superintendent and General Ticket Agent at the same point; the terminal dock at Canarsie Landing has been completed and provided with fender piling its entire circuit; also dock sheds erected there as well as at the ferry landing at Rockaway pier; new coal bin, capacity 1,500 tons; jail building, ladies' toilet house and a water station, all at terminal, Canarsie Landing, the latter fed by driven well and steam pump; 300 feet of canal dredged out and bulkheaded and latter piled into connection with main land, forming a driveway into company's grounds at Canarsie Landing; also about three acres of land reclaimed from marsh, upon which 150 trees have been planted, and the same flanked on its easterly side by a new dock; right of way procured varying from fifteen to twenty feet along the entire line of road, and same graded ready to receive ties and rails for second track; sidings laid at Dumont avenue and at Conklin avenue; additional sidings and turnouts at terminus, Canarsie Landing, representing an issue of bonds to amount of \$117,000.

*Three new coaches added since last report are included in general contract for construction and equipment, and cost forms part of \$117,365.01, above given.

BROOKLYN AND ROCKAWAY BEACH.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$72,250 80
Less operating expenses (excluding all taxes).....	49,498 94
Net earnings from operation	\$22,751 86

Income from other sources as follows, viz.:

Interest on deposits	\$88 27
Proceeds fifty shares of stock, final issue	2,500 00
	2,588 27
Gross income from all sources	\$25,340 13

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$5,711 67
Rentals	676 00
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	1,364 79
	7,752 46
Surplus for year ending June 30, 1892.....	\$17,587 67

General Income Account.

Surplus for year ending June 30, 1892.....	\$17,587 67
Surplus up to June 30, 1891.....	100,866 25
	\$117,953 92

Deductions:

Interest paid October and November, 1890, which should have been set up as a liability in Treasurer Littlejohn's account, June 1, 1890	\$380 00
Accrued interest to March 25, 1892, on bonded debt as refunded at that date	1,634 99
Interest charged to operating expenses.....	1,051 84
Dividend of 10 per cent out of accumulated earnings to June 30, 1891, not declared at date of last report.....	15,000 00
Proceeds of 50 shares of stock	2,500 00
Interest on current balances which should have been omitted from P. and L. account	88 27
	20,655 10
Total surplus June 30, 1892	\$97,298 82

Detailed Statement of Rentals.

Schenck estate, rent on leasehold.....	\$36 00
Ticks office and waiting room, E. N. Y. terminus.....	340 00
General offices of company at 346 Fulton street, Brooklyn, N. Y.....	800 00
Total amount of rentals deducted from income.....	\$676 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$409 00	\$409 00
Passenger, all local.....	\$64,088 66		64,088 66
Tolls.....	828 14		828 14
Miscellaneous, as follows, viz.:			
Rent income account.....	6,925 00		6,925 00
Total gross earnings	\$71,841 80	\$409 00	\$72,250 80

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$769 55
Repairs of roadbed.....	353 88
Repairs of stations, shops, docks, etc	626 46
Other expenses for maintenance of way and structures	46 05
Total.....	\$1,795 94

Maintenance of equipment:

Repairs of locomotives.....	\$1,416 66
Repairs of cars.....	2,112 01
Repairs of machinery and tools	86 28
Total	<u>\$3,564 95</u>

Conducting transportation:

Wages of conductors and men.....	\$2,615 28
Wages of engineers and firemen.....	4,082 65
Fuel for locomotives.....	5,876 28
Oil and waste.....	508 64
Water supply.....	908 80
Other train supplies or expenses.....	525 65
Wages of station agents and clerks.....	2,062 45
Station supplies.....	76 68
Wages of watchmen, flagmen and switchmen.....	1,611 68
Other expenses for conducting transportation.....	871 65
Cost of maintaining ferry over Jamaica Bay.....	10,888 21
Total.....	<u>\$30,022 06</u>

General expenses:

Salaries of general officers and clerks.....	\$3,410 21
General office expenses and supplies.....	880 70
Stationery and printing.....	2,731 61
Outside agencies and advertising.....	725 54
Electric lighting.....	609 48
Legal expenses.....	286 55
Police and care of parks.....	1,153 10
Maintenance of lands and buildings.....	1,187 56
Incidentals.....	487 12
Injuries to persons.....	1,890 00
Telephone service.....	194 70
Tickets sold of other companies (debit balance).....	512 92
Other general expenses	546 80
Total.....	<u>\$14,115 09</u>

Grand total operating expenses.....	<u>\$49,498 94</u>
-------------------------------------	--------------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$358,888 62
Cost of equipment.....	70,441 19

Current assets, as follows, viz.:

Cash on hand.....	\$1,498 78
H. H. Adams and associates.....	2,159 18
D. C. Littlejohn.....	250 00
King's County Elevated Railway.....	1,067 84
Advances, Morrow contract.....	6,687 28
Rents due.....	2,128 40
Office furniture.....	189 75
	<u>12,981 21</u>
	<u>\$487,706 02</u>

LIABILITIES.

Capital stock.....	\$150,000 00
Funded debt.....	185,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$4,431 67
Open accounts, H. H. Adams & Co.....	975 53
	<u>5,407 20</u>
Profit and loss (surplus).....	97,298 82
	<u>\$487,706 02</u>

* Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	519,000
Number of passengers carried one mile.....	2,460,088
Number of tons of freight carried	16,100
Number of tons of freight carried one mile.....	<u>33,969</u>

* Owing to short line of road and method by which a considerable part of fares are collected it is impossible to give fuller details in this table. The same remarks apply to train mileage, freight, etc.

Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line from East New York to Canarsie Landing, on Jamaica Bay, single track		3.5
Sidings and turnouts on main line		1.25
Grand total of tracks, sidings and turnouts.....		4.75
Ball with steel rail, main line.....		2.5
Ball with iron rail, main line.....		1
Average life of rails—iron, 10 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 56 lbs.; minimum, 50 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches. Ballasted with sand and coal ashes.		

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	3	\$36,000	20,000	3	3
First-class passenger cars	17	.....	.....	17	17
Flat freight cars.....	4	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....

Karnes' vacuum brakes and patent couplers on passenger cars. Patent tongue switch only in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroad crossing over or under grade (Fulton El. Ry).....	1
All important crossings are protected by flagmen during the busy summer season and at two most important crossings in winter; two crossings are protected by gate.	
Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by windows in side and in roof of closed cars, but most of cars are open cars for summer use only.	

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	.....	.....	.....
Employees .....	.....	.....	.....
Others than passengers or employees.....	3	2	5
Total	3	2	5

Officers of the Company.

Name.	Title.	Official Address.
HENRY H. ADAMS.....	President.	345 Fulton street, Brooklyn, N. Y.
JOSEPH E. PALMER, JR.....	Sec'y & Treasurer.	345 Fulton street, Brooklyn, N. Y.
FELIX CAMPBELL.....	Executive Com..	Peoples' Trust Co., Brooklyn, N. Y.
JAMES JOURDAN.....		342 Fulton street, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
HENRY H. ADAMS.....	1475 Herkimer street, Brooklyn, N. Y.
JAMES JOURDAN.....	Staten Island, N. Y.
FELIX CAMPBELL.....	1815 Pacific street, Brooklyn, N. Y.
JAMES H. FROTHINGHAM.....	345 Fulton street, Brooklyn, N. Y.
LOUIS H. IRUM.....	315 Montague street, Brooklyn, N. Y.
HENRY J. ROBINSON.....	54 East 66th street, New York city.
THOMAS E. PEARHALL.....	163 Montague street, Brooklyn, N. Y.

Title of company, Brooklyn and Rockaway Beach Railroad Company.

General offices at 345 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30, 1892.

Date of stockholders' annual meeting, June 23, 1892.

For information concerning this report address Jos. E. Palmer, Jr., Secretary and Treasurer.

BUFFALO, BRADFORD AND PITTSBURG.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter [consolidation], March 4, 1859.)

Buffalo and Bradford Railroad Company organized in Pennsylvania, March 14, 1856.
 Buffalo and Pittsburgh Railroad Company organized in New York, October 15, 1852.
 Consolidated by filing certificate of consolidation in Pennsylvania, February 26, 1859, in New York, March 4, 1859.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	Unlimited.	*\$100
Issued for actual cash and on account of construction, and now outstanding	22,264	2,226,400
Number of stockholders.....		20

FUNDED DEBT.

DESIGNATION OF LIEN	Date	TERM, YEARS.		INTEREST		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate		When payable			
Mortgage bonds	Jan 1, 1865	31	Per cent	7	Jan and July	\$2,000,000	\$580,000	\$690,000

Cost of Road.

Details of the original cost of this road are not obtainable. It was defrayed by the issue of bonds and stock of the two roads consolidating to the contractors for building their respective roads. The cost, therefore, is placed at the par value of such stock and bonds, with the addition of betterments put on since the Erie took possession. The road, however, is responsible for the following, viz.:

Capital stock	\$2,226,400 00
Bonds.....	680,000 00
Advances made for betterments	243,543 61
Total cost up to June 30, 1892.....	\$3,109,943 61

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Passenger station at Bradford, Pa.....	\$294 08
Siding at Bradford, Pa.....	827 11
Siding near Lewis Run	444 98
	\$1,566 17

* Per share.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$3,109,943 61
LIABILITIES.	
Capital stock	\$2,286,400 00
Funded debt.....	580,000 00
Current liabilities as follows, viz.:	
Advances Erie Railway Company.....	\$103,564 40
Advances New York, Lake Erie and Western Railroad Company...	189,979 21
	243,543 61
	\$3,109,943 61

Officers of the Company.

Name.	Title.	Official Address.
J. LOWBER WELSH	President	Philadelphia, Pa.
A. R. McDONOUGH	Secretary	21 Cortlandt St., New York city.
EDWARD WHITE	Treasurer.....	21 Cortlandt St., New York city.

Directors of the Company.

Name.	Residence.
J. LOWBER WELSH	Philadelphia, Pa.
W. A. MAY.....	Scranton, Pa.
DAVID H. JACK.....	Bradford, Pa.
ABRAM K. JOHNSON	Bradford, Pa.
JOHN KING	New York city.
E. B. THOMAS	New York city.
A. R. McDONOUGH	New York city.

Title of Con pany, Buffalo, Bradford and Pittsburg Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in June.
For information concerning this report address A. R. McDonough, P. O. box 889, New York city.

BUFFALO CREEK.

LESSOR.

LESSEES — NEW YORK, LAKE ERIE AND WESTERN AND LEHIGH VALLEY RAILROAD COMPANIES.

(Date of charter, January 25, 1869.)

On the thirty-first day of December, 1890, the road of this company was leased to the above named companies.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.	2,500	\$250,000	\$250,000

Number of stockholders..... 11

FUNDED DEBT.

DESIGNATION OF LIEN	Date	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
First mortgage	Jan 1, 1892	25	p. c. 6	Jan & July	\$250,000	\$250,000	\$250,000
Second mortgage	Jan 1, 1891	50	6	Jan. & July...	*1,000,000	1166,000	.....
Total					\$1,000,000	\$416,000	\$250,000

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$62,000 00
Bridges.....	182,318 26
Rails.....	218,346 67
Land.....	78,245 47
Engine and car-houses.....	1,737 16
Fuel and water stations.....	4,010 40
Engineering expenses.....	7,759 62
Telegraph line.....	614 24
Extending ship canal.....	57,841 78
Shore protection (Lake Erie).....	42,690 01
Total cost of road.....	\$606,558 28
EQUIPMENT.	
Locomotives.....	59,297 01
Grand total cost of road and equipment.....	\$665,855 29

Income Account for Year Ending June 30, 1892.

<i>Income from all sources as follows, viz.:</i>		
Rental.....	\$41,300 00	
Exchange of land.....	1,500 00	
		\$42,800 00
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$23,800 00	
General expenses.....	584 26	
		23,884 26
Net income from all sources.....		\$18,915 74
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, seven per cent on \$250,000 common stock.....		17,500 00
Surplus for year ending June 30, 1892 ..		\$1,415 74

General Income Account.

Surplus for year ending June 30, 1892	\$1,415 74
Surplus up to June 30, 1891	10,058 87
Total surplus June 30, 1892	\$11,469 11

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$606,558 28
Cost of equipment	59,297 01
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$3,171 75
Open accounts.....	9,447 12
	11,618 87
	\$677,469 11

* The last authorized issue of \$1,000,000 bonds will cover the \$250,000 first issue when they become due, so that the total amount authorized will stand at \$1,000,000.

† The last amount of \$166,000 was given in equal proportions to the lessees, namely, \$83,000 to the Lehigh Valley Railroad Company and \$83,000 to the New York, Lake Erie and Western Railroad Company, who are also owners of the capital stock. This amount represents money used in construction in excess of capitalization.

BUFFALO CREEK.

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LIABILITIES.

Capital stock	\$250,000 00
Funded debt.....	416,000 00
Profit and loss (surplus).....	11,469 11
	<u>\$677,469 11</u>

Officers of the Company.

Name.	Title.	Official Address.
F. L. DANFORTH.....	President.....	Buffalo, N. Y.
WILLIAM H. SAYRE.....	Secretary and Treasurer.....	South Bethlehem, Pa.

Directors of the Company.

Name.	Residence.
F. L. DANFORTH.....	Buffalo, N. Y.
JOHN KING	New York city.
WILLIAM LIBBEY	New York city.
JOHN J. McCULLOUGH.....	New York city.
WILLIAM STEVENSON.....	Sayre, Pa.
WILLIAM H. SAYRE.....	South Bethlehem, Pa.
JOHN B. GARRETT.....	Philadelphia, Pa.

Title of company. The Buffalo Creek Railroad Company.

General offices at South Bethlehem, Pa.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address William H. Sayre, Secretary and Treasurer.

BUFFALO CREEK TRANSFER.

(Date of charter, June 23, 1881.)

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	500	\$50,000

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast, bridges, superstructure (including ties)	\$4,000 00
Rails, land, land damages and fences	46,000 00
Total cost of road	<u>\$50,000 00</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$50,000 00
Current assets, as follows, viz.:	
Cash on hand	\$69 55
Materials and supplies	130 45
	<u>200 00</u>
	<u>\$50,200 00</u>

LIABILITIES.

Capital stock	\$5,000 00
Unfunded debt, being mortgage on real estate.....	45,200 00
	<u>\$50,200 00</u>

Description of Road.		Miles owned, all in N. Y. State.
TRACK.		
Main line, all within the city of Buffalo, single track.....		1.10
Sidings and turnouts on main line.....		.50
Grand total of tracks, sidings and turnouts		1.60
Laid with steel rail, main line.....		1.10
Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8¼ inches; ballasted with gravel.		
Miscellaneous Statistics.		
ITEM.		Entire line in N. Y. State
Cost of real estate now held by company, exclusive of that used in operation...		\$46,000 00

Officers of the Company.		
Name.	Title.	Official Address.
HORACE A. NOBLE.....	President.....	257 Washington St., Buffalo, N. Y.
JOHN R. WILLIAMS.....	Treasurer.....	257 Washington St., Buffalo, N. Y.
FRANK F. WILLIAMS.....	Secretary	Austin Building, Buffalo, N. Y.

Directors of the Company.		
Name.		Residence.
HORACE A. NOBLE.....		Buffalo, N. Y.
JOHN R. WILLIAMS.....		Buffalo, N. Y.
ROBERT H. WILLIAMS.....		Oak Ridge, Pa.
FRANK C. FERGUSON.....		Buffalo, N. Y.
FRANK F. WILLIAMS.....		Buffalo, N. Y.
JOHN L. WILLIAMS.....		Buffalo, N. Y.
ARTHUR H. WILLIAMS.....		Buffalo, N. Y.

Title of company, Buffalo Creek Transfer Railroad Company.
General offices at room 67, No 257 Washington street, Buffalo, N Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Monday in June.
For information concerning this report, address H. A. Noble, room 67, Coal and Iron Exchange, Buffalo, N. Y.

BUFFALO ERIE BASIN.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

(Date of charter, July 8, 1876.)

No regular or ordinary transportation business has been done upon this road for which a rate of freight has been charged or paid or schedule trains run. The road is a branch from a connection with the track of the New York Central and Hudson River railroad, extending one-fourth mile to and upon the Erie basin dock or wharf, and the property in cars passing over it bring only that which the New York Central and Hudson River railroad or the Canada Southern railroad have received from or delivered to the wharf that the road lies upon, and the compensation to this company has been included in wharfage or rents paid for buildings and wharf, and in the business gained by connection through the short piece of road with other railroads, to enable them to receive and deliver freight to and from lake and canal boats at the wharf, instead of having to transfer it by teams or cartage.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	200	\$20,000 00	.....
Issued for actual cash, and now outstanding.....	.....	18,508 19	\$18,508 19

Number of stockholders 18

Cost of Road.		Total cost up to June 30, 1882.
Grading, masonry and ballast.....		\$10,008 19
Bridges		8,500 00
Total cost of road.....		\$18,508 19

Officers of the Company.

Name.	Title.	Official Address.
J. TILLINGHAST...	Secretary and Treasurer	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
J. TILLINGHAST.....	Buffalo, N. Y.
C. VANDERBILT.....	New York city.
W. K. VANDERBILT.....	New York city.
F. W. VANDERBILT.....	New York city.
S. P. BARGER.....	New York city.
E. D. WORCHESTER.....	New York city.
C. C. CLARK.....	New York city.
C. M. DEFEW.....	New York city.
J. M. TOUCHY.....	New York city.

Title of company, Buffalo Erie Basin Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address J. Tillinghast, Buffalo, N. Y.

BUFFALO, NEW YORK AND ERIE.

LESSOR.

LESSEES — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 20, 1867.)

The Buffalo, New York and Erie Railroad Company was organized in the year 1867, under the laws of the State of New York, for the purpose of constructing, completing, maintaining and operating a railroad from the city of Buffalo, in the county of Erie, to the village of Corning, in the county of Steuben, State of New York. On or about February 27, 1868, the railroad and certain property appurtenant thereto were leased by the Erie Railway Company for the period of 400 years from the first day of May, 1868, for an annual rent of \$233,100; the lessee company further covenanting to pay the taxes and assessments imposed on the demised premises and property. The agreement of lease was duly recorded in the offices of the clerks of the counties along the line of the railroad.

The Erie Railway Company operated the demised property of the Buffalo, New York and Erie Railroad Company during the appointment, on or about the 28th day of May, 1876, of a receiver of the said Erie Railway Company, under foreclosure proceedings instituted against that company. Subsequently, and in the year 1878, all the property and franchises of the Erie Railway Company were sold under a decree of the Supreme Court of the State of New York, on foreclosure of a mortgage on said property, to the New York, Lake Erie and Western Railroad Company. The said New York, Lake Erie and Western Railroad Company thus succeeded to the rights of the Erie Railway Company under the agreement of lease of February 27, 1868, and is now operating the property leased by the Buffalo, New York and Erie Railroad Company.

On April 15, 1874, an agreement in writing was made between the Erie Railway Company and the Buffalo, New York and Erie Railroad Company, by which the terms of the lease of February 27, 1868, were in certain respects modified. The modifications agreed to relate to a proposed increase of the bonded indebtedness, and to the mode of payment of the rental moneys reserved under the lease, in other respects the original lease remains in full force and effect. The agreement in modification of the lease is recorded in the offices of the clerks of the counties along the line of the Buffalo, New York and Erie Railroad Company.

The corporate management of the Buffalo, New York and Erie Railroad Company is vested in a board of thirteen directors, who have a president, secretary and treasurer duly elected by them. The company has an office in the city of New York at No. 115 Broadway, and one in the city of Buffalo. Reference to the report of the New York, Lake Erie and Western Railroad Company, lessee, should show statements of earnings, expenses, repairs, transportation incidents, accidents, etc., etc.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	15,000	\$1,500,000
Issued for actual cash and now outstanding.....	9,800	980,000

FUNDED DEBT.

DESIGNATION OF LIEN	Date	Term years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding
			Rate	When payable.			
Renewal of first mortgage bonds	June 1, 1876	10	5	June 1 & Dec 1	\$2,380,000	\$2,380,000	\$2,280,000

Cost of Road and Equipment.

Grand total cost of road and equipment up to June 30, 1892..... \$3,390,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Amount received as rental from leases..... \$238,100 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... 166,600 00

Net income from all sources..... \$71,500 00

Payments from net income, as follows, viz.:

Dividends declared, 7 per cent..... \$66,500 00

Organization expenses..... 5,000 00

71,500 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$3,380,000 00

Other permanent investments as follows, viz.:

Stock of other companies..... \$400 00
1,200 00

1,600 00

Current assets as follows, viz.:

Cash on hand..... 49,314 40

\$3,380,914 40

LIABILITIES.

Capital stock..... \$950,000 00

Funded debt..... 2,880,000 00

Current liabilities as follows, viz.:

Dividends unpaid..... 897 50

Bonds, old Corning road, not exchanged..... 1,800 00

Unavailable assets..... 400 00

Profit and loss (surplus)..... 48,316 90

\$3,390,914 40

Officers of the Company.

Name.	Title.	Official Address.
DANIEL N. LOCKWOOD.....	President.....	Buffalo, N. Y.
JOHN CLINTON GRAY.....	Secretary and Treasurer.....	115 Broadway, New York city.

Directors of the Company.

Name.	Residence.
THOMAS BROWN, JR.....	Scottsville, N. Y.
D. N. LOCKWOOD.....	Buffalo, N. Y.
HENRY H. COOK.....	New York city.
JOHN A. C. GRAY.....	New York city.
C. H. DANIELS.....	New York city.
AUGUSTUS FRANK.....	Warsaw, N. Y.
SAMUEL W. MILBANK.....	New York city.
HENRY MARTIN.....	Buffalo, N. Y.
FRANK S. COIT.....	Buffalo, N. Y.
WILLIAM H. WILLIS.....	New York city.
SCOTT FOSTER.....	New York city.
GEORGE P. SAWYER.....	Buffalo, N. Y.
JOHN CLINTON GRAY.....	New York city.

Title of company, Buffalo, New York and Erie Railroad Company.
General offices at 115 Broadway, New York city, and Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in August.
For information concerning this report, address John Clinton Gray, Secretary, 115 Broadway, New York city.

BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

(Date of charter, March 11, 1887.)

The articles of association of the Buffalo, Rochester and Pittsburg Railway Company were filed in the office of the Secretary of State of the State of New York, at Albany, on the above date.

The purpose of its incorporation is to maintain and operate the consolidated railroads of the Buffalo, Rochester and Pittsburg Railroad Company of the State of New York and the Pittsburg and State Line Railroad Company of the State of Pennsylvania. The latter companies acquired the property and franchise of the Rochester and Pittsburg Railroad Company at a sale thereof pursuant to a judgment of the Supreme Court of the State of New York, sitting in Monroe county, bearing date June 20, 1885.

The company owns all the stock, and leased the following proprietary roads under chapter 218 Laws of 1889, State of New York, their operations, statistics, etc., are herein included viz.:

The Perry railroad. The Lincoln Park and Charlotte railroad.

A certificate of practical merger of the above two roads was filed at Albany December 5, 1889.

The East Buffalo Terminal railway.

The above are all located wholly within the State of New York.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter, issued for consolidation and now outstanding ..	60,000	\$6,000,000	60,000	\$6,000,000
Grand total of common and preferred stock now outstanding.....				\$12,000,000
Number of stockholders				252

FUNDED DEBT.

Designation of Lien.	Date	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on am't outstanding.
				When payable.			
First mort. bonds...	Feb., 1881	40	p.c.	Feb. & Aug	\$1,800,000	\$1,800,000	†
Income mort. bonds	Feb., 1881	40	6	Feb. & Aug.	1,870,000	1,870,000	†
First mort. con. b'ds	Dec., 1888	40	6	*Dec. & June	6,500,000	8,920,000	
General mort. b'ds	Sept., 1887	50	5	Sept. & Mar	10,000,000	8,971,000	\$2,021,000
Car Trust, ser. No. 2	April, 1888	11 1/2-12	7	April & Oct.	497,000	50,000	50,000
Car Trust, ser. No. 4	Jan., 1884	9	7	Jan. & July	104,000	28,000	28,000
Car Trust, ser. No. 5	Nov., 1886	9	6	Nov. & May	198,000	38,000	38,000
Car Trust, ser. No. 7	June, 1880	10 1/2-12	5	June & Dec	225,000	200,000	200,000
Car Trust, ser. No. 8	1891	6 1/2-12	5	.....	117,000	97,000	97,000
Car Trust, ser. No. 9	1891	5 1/2-12	5	.....	138,000	135,000	135,000
Real estate mort....	Var. dates	.....	5	Various dates	292,500	292,500	292,500
Perry railroad	June, 1882	20	7	June & Dec.	20,000	20,000	20,000
Lincoln Park and Charlotte railroad	Jan., 1889	50	5	Jan. & July	350,000	340,000	350,000
						\$11,966,500	
Less income mortgage bonds held by trustee					\$1,862,000		
First consol. mortgage bonds deposited with trustee to redeem outstanding income bonds.....					4,000		
						1,866,000	
Total						\$9,400,500	

* If earned.

† Issued in exchange for other securities in the reorganization.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$7,836 68	\$170,901 01
Bridges	5,488 08	204,958 98
Superstructure (including ties)	11,469 28	115,495 69
Rails	18,788 98	185,926 41
Land	9,519 87	839,520 73
Fences	148 58	13,075 95
Passenger and freight stations	834 88	27,249 00
Engine and car houses	4,972 68	12,899 23
Shops, machinery and tools	6,619 41	98,802 06
Fuel and water stations		10,806 68
Engineering expenses	82 88	7,420 15
Interest and discount charged to construction	50,000 00	120,606 77
Purchase of constructed road		14,681,856 49
Telegraph line		22,180 42
Wharfing	5,680 00	79,680 84
Branches		114,246 70
Miscellaneous		46,661 56
Total cost of road	\$120,335 72	\$16,751,237 95
EQUIPMENT.		
Locomotives	\$84,328 80	\$885,663 68
Passenger cars		111,098 47
Mail, baggage and express cars		21,200 00
Freight and other cars	149,519 70	2,855,437 68
Total cost of equipment	\$233,848 50	\$3,873,399 73
Grand total cost of road and equipment	\$354,184 22	\$20,124,637 68

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Machinery for Ganson street docks, Buffalo, N. Y	\$5,680 00
Relaying track with 71-lbs. steel rail	7,005 47
Land purchased at Reading Junction and other points	9,519 87
Addition to shop at Lincoln Park, N. Y. &c	4,972 68
Machinery for shops at Lincoln Park and Bradford	6,019 41
Stations at Jewettville, N. Y., and Johnsonburg, Pa.	834 88
Discount on \$550,000 general mortgage bonds sold	50,000 00
Sidings and track extension	35,715 04
Semaphore at Barnards crossing	249 68
Changing channel of creek	339 19
	\$120,335 72

Equipment:

Nine locomotives	\$84,328 80
Three hundred and twenty-one freight cars, etc ..	171,877 82
	\$256,206 12
Less cars wrecked and destroyed during the year, 69 freight cars, etc.	21,857 62
	233,848 50
Total	\$354,184 22

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$2,808,353 00
Less operating expenses (excluding all taxes)	1,943,868 37
Net earnings from operation	\$864,484 72
<i>Income from other sources as follows, viz.:</i>	
Rents	\$2,583 02
Interest on balances	27,198 56
Accrued interest received from sale of car trusts and general mortgage bonds	10,773 63
Grade crossing sold to Buffalo and Geneva railroad	12,000 00
	52,555 21
Gross income from all sources	\$917,039 93

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$518,781 67	
Rentals	78,195 26	
Taxes on property used in operation of road.....	\$33,459 01	
Taxes on earnings and capital stock	19,446 04	
	52,905 05	
Interest on balances.....	23,709 65	
Extraordinary expenses and improvements	54,853 83	
		\$723,445 45
Net income from all sources		\$193,594 48

Payments from net income as follows, viz.:

Dividends declared 5 per cent on \$6,000,000, preferred stock*	150,000 00
Surplus for the year ending June 30, 1892	\$43,594 48

General Income Account.

Surplus for year ending June 30, 1892	\$43,594 48
Surplus up to June 30, 1891.....	94,516 86
Total surplus June 30, 1892	\$138,111 34

DETAILED STATEMENT OF RENTALS

New York, Lake Erie and Western Railroad Company, track between Howard Junction, Pa., and Clarion Junction, Pa., 86.23 miles	\$56,995 26
Rochester and Pittsburg Coal and Iron Company, 492 box cars, annual rental...	16,200 00
Total amount of rentals deducted from income.....	\$73,195 26

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$1,726,748 28		
Freight, local.....	684,445 27		
		\$2,411,193 55	\$2,411,193 55
Passengers, through.....	\$13,895 64		
Passengers, local.....	844,498 87		
	\$358,394 01		358,394 01
Mail	19,955 88		19,955 88
Express.....	12,300 00		12,300 00
News privilege.....	499 92		499 92
Miscellaneous, as follows, viz.:			
Telegraph.....	\$764 78		
Sundry sources.....	1,632 44		
Track rental.....	8,613 06		
	1,322 25	4,687 98	6,010 23
Total gross earnings.....	\$392,471 56	\$2,415,681 53	\$2,808,353 09

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$12,435 78	\$44,090 52	\$56,526 30
Steel rails laid 2,266-388 tons, cost.	\$13,939 76		
Iron rails laid, 14-721 tons, cost....	260 54		
Repairs of roadbed.....	31,263 30	113,932 69	145,195 99
Repairs of bridges (including culverts and cattle guards).....	13,984 95	49,583 02	63,567 97
Repairs of stations, shops, docks, etc.....	11,026 85	22,808 63	33,835 48
Repairs of fences.....	1,216 78	4,814 08	5,530 81
Other expenses for maintenance of way and structures	37 94	184 51	172 45
Total	\$69,965 60	\$234,363 40	\$304,329 00

* Commencing February 15, 1892.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance and equipment :</i>			
Repairs of locomotives.....	\$36,653 25	\$178,152 47	\$214,805 72
Repairs of cars.....	19,244 26	231,846 41	251,090 67
Repairs of machinery and tools.....	5,183 63	18,378 32	23,561 95
Other expenses for maintenance and equipment	165 84	587 98	753 82
Total.....	\$61,246 98	\$428,965 18	\$490,212 16
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$27,530 66	\$175,822 60	\$203,353 26
Wages of engineers and firemen.....	24,393 23	175,826 13	199,719 36
Fuel for locomotives.....	10,371 81	108,610 27	118,982 08
Oil and waste.....	1,893 79	13,523 73	15,417 52
Water supply.....	2,033 08	7,208 19	9,241 27
Other train supplies or expenses.....	9,947 17	35,706 06	45,653 23
Wages of station agents and clerks.....	7,669 21	47,349 49	55,018 70
Wages for labor at stations.....	4,162 37	14,760 60	18,922 97
Station supplies.....	791 08	470 55	1,261 63
Wages of watchmen, flagmen and switchmen...	19,109 99	137,087 82	156,147 81
Other expenses for conducting transportation..	38,336 11	72,406 31	110,742 42
Total.....	\$146,238 50	\$783,224 75	\$929,463 25
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$22,032 82	\$38,247 35	\$110,280 17
General office expenses and supplies.....	835 07	2,960 71	3,795 78
Stationery and printing.....	3,556 36	13,018 35	16,574 71
Outside agencies and advertising.....	8,011 43	6,471 05	14,482 48
Legal expenses.....	2,261 49	8,018 02	10,279 51
Loss and damage of freight and baggage.....	30 50	1,965 98	1,996 48
Damage to cattle and property.....	194 50	1,992 95	2,187 45
Injuries to persons.....	4,384 45	3,291 58	7,676 03
Telegraph maintenance and operation.....	8,872 47	32,413 84	41,286 31
Other general expenses.....	2,487 11	8,817 93	11,305 04
Total.....	\$52,666 20	\$167,197 76	\$219,863 96
Grand total operating expenses.....	\$330,117 28	\$1,613,751 09	\$1,943,868 37

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$16,751,237 95
Cost of equipment.....	3,373,399 73
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	1,008,670 50
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$33,394 44
Bills receivable.....	455,019 25
Due by agents.....	186,542 14
Open accounts balance.....	36,239 51
Materials and supplies.....	286,635 66
Sundries.....	258 67
	997,139 67
	\$22,125,447 85
LIABILITIES.	
Capital stock.....	\$12,000,000 00
Funded debt.....	9,400,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$106,855 22
Audited vouchers and pay rolls.....	217,091 76
Loans and bills payable.....	262,679 07
Sundries, rentals due and accrued.....	210 46
	586,836 51
Profit and loss (surplus).....	188,111 34
	\$22,125,447 85

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total
Number of passengers carried.....	9,006	752,816	761,822
Number of passengers carried one mile.....	1,161,668	14,625,706	15,787,374
Number of tons of freight carried.....	1,908,144	876,329	2,784,473
Number of tons of freight carried one mile.....	329,277,224	76,869,451	406,146,675
Passenger train mileage.....			466,070
Freight train mileage.....			1,558,401
All other train mileage, switching, etc.....			1,016,870
Total train mileage.....			3,180,041

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings....	\$323,471 86	\$330,117 28	\$66,646 58
Average per passenger carried.....	516	438	078
Average per passenger per mile.....	025	021	004
Average per passenger train per mile.....	842	708	134
Freight earnings and expenses (including miscellaneous earnings.....	\$,415,681 53	1,613,751 09	602,129 44
Average per ton of freight carried.....	849	567	282
Average per ton of freight per mile.....	006	004	002
Average per freight train per mile.....	1.458	974	484

ITEM	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.19	Cents. 2.87	Cents. 2.26
Average rate received per mile per ton for carrying freight, all classes.....	.624	.306	.594

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized from Rochester and Buffalo to Walston Mines, Pa.....	166 18	240 65	4 00	40 23	170 18	280 88
Total of branches or other roads, authorized.	12 02	23 58	.. ..	.. ..	12 02	23 58
Main line laid, single track.....	166 18	240 65	4 00	40 23	170 18	280 88
Branches or other roads, laid single track....	12 02	23 58	.. ..	.. ..	12 02	23 58
Total single track.....	178 20	264 23	4 00	40 23	182 20	304 46
Sidings and turnouts on main line.....	52 74	62 34	.. ..	.. ..	52 74	62 34
Sidings and turnouts on branches or other roads.....	5 56	7 86	.. ..	.. ..	5 56	7 86
Total sidings and turnouts.....	58 30	70 20	.. ..	.. ..	58 30	70 20
Grand total of tracks, sidings and turnouts....	236 50	334 43	.. ..	.. ..	236 50	334 43
Laid with steel rail, main line.....	166 18	210 65	4 00	40 23	170 18	250 88
Laid with steel rail, branches or other roads..	12 02	23 58	.. ..	.. ..	12 02	23 58

Average life of rails—steel, 18 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 71 lbs., minimum, 56 lbs.; iron, maximum, 66 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OF ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
<i>Proprietary roads.</i>						
Perry Railroad	Silver Lk. Junc., N. Y.	Silver Springs, N. Y.	1.08	1.08	1.08	1.08
East Buffalo Terminal Ry.	Buffalo, N. Y.	Buffalo, N. Y.	10	10	10	10
Lincoln Pk. & Charlotte R.R.	Lincoln Park, N. Y.	Charlotte, N. Y.	10.89	10.89	10.89	10.89
<i>Branches.</i>						
Beechtree Mine	Beechtree Junc., Pa.	Beechtree Mine, Pa.		4.04	4.04	4.04
Eleanora Mine	Big Run, Pa.	Eleanora Mine, Pa.		4.94	4.94	4.94
Adrian Mine	Elk Run Junc., Pa.	Adrian Mine, Pa.		2.58	2.58	2.58
<i>Operated under trackage rights.</i>						
Buffalo Creek Railroad	Buffalo, N. Y.	Buffalo Creek, N. Y.	4.00	4.00	...	4.00
N. Y., Lk. Erie & West. R.R.	Howard Junc., Pa.	Clarion Junc., Pa.		86.29	...	86.29

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges	82	3,490	64	5,065
Wooden bridges			1	44
Wooden trestles	102	22,563	122	25,245
Total	184	26,053	187	25,977

EQUIPMENT.	No owned	No leased	Total number	Average cost of each.	Maximum weight of each in lbs.	Average life of each, in years.	No equipped with patent brake.*	No equipped with patent coupler.
Locomotives, 8 drivers...	50	...	50	\$7,857 83	121,000	10	20	...
Locomotives, 6 drivers...	37	...	37	9,223 34	100,000	10	51	...
Locomotives, 4 drivers...	20	...	20	7,227 11	94,000	10	20	...
Total	107	...	107	...	...	...	91	...
First-class passenger cars	20	...	20	\$5,252 68	45,000	15	20	20
Second-class passenger cars	15	...	15	3,200 00	45,000	15	15	15
Baggage, mail & ex. cars	11	...	11	1,800 00	24,000	15	11	11
Total	46	...	46	...	...	...	46	46
Box freight cars	1,465	402	1,867	\$512 80	32,000	12	...	407
Stock freight cars	10	...	10	400 00	20,740	12	...	...
Coal freight cars	3,954	...	3,954	346 47	31,000	12	...	920
Flat freight cars	188	...	188	319 41	18,000	15	...	...
Caboose, 4-wheel cars	10	...	10	550 00	16,900	12	...	...
Caboose, 8-wheel cars	50	...	50	826 00	26,900	12	...	...
Service cars	151	...	151	90-15,000 00	...	15	2	2
Total	5,828	402	6,230	...	...	...	2	1,229

* Train and engine.

Passenger cars, Westinghouse air brake and Miller coupler. Freight cars—222 Gould couplers; 5 Fox couplers; 550 Mills couplers; 176 Dowling couplers; 9 Buckeye couplers; 10 Thurmond couplers; 228 Hinson couplers, 107 Trojan couplers. Split switches on main line and stub switches on sidings.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	177.88	353.10
Total assessed value of real estate and personal property of company.....	\$2,939,804	\$3,943,654
Length of steel rails laid during year in repairs, miles.....	81	48
Length of iron rails laid during year in repairs, miles.....	30	36
Railroads crossing road at grade.....	6	10
Railroads crossing road over or under grade.....	8	10
Highway crossings at grade without protection.....	308	281
Highway crossings at grade protected by gates or flagmen.....	19	14
Highway crossings over or under grade.....	13	15
Overhead obstructions less than twenty feet above track.....	12	13

Passenger cars are heated by steam from engine, stoves and Baker heater; lighted by oil lamps; and ventilated by windows, doors and ventilators in clear story.

The American Express Company runs over the line; paying one and one-half first-class rates, except in a few instances agreed upon, and guaranteeing a fixed minimum for the year.

For transportation of mail the government pays a specified rate per mile per annum, based on the average weight of mails carried.

DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Flour.....	11,886	4
Grain.....	34,461	1.21
Meats and provisions.....	17,072	6
Live stock.....	3,636	13
Lumber.....	166,037	5.84
Pig and bar iron and steel.....	10,140	36
Iron or other ores.....	2,083	07
Coal and coke.....	2,061,141	73.16
Petroleum and other oils.....	99,156	3.49
Manufactures.....	234,099	8.32
All other merchandises.....	19,808	69
All other agricultural products.....	10,561	37
All other articles not included above.....	135,189	5.46
Total.....	2,844,466	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	5	1	6
Employees.....	297	6	306
Others.....	25	5	30
Total.....	327	12	339

EMPLOYEES.

Average number of persons employed (including officials) during year..... 1,954

Aggregate amount of salaries and wages paid them..... \$1,942,630 88

Officers of the Company.

Name.	Title.	Official Address.
ARTHUR G. YATES.....	President.....	Rochester, N. Y.
GEORGE E. MERCHANT.....	Assistant to President.....	Rochester, N. Y.
JOHN H. HOGART.....	Secretary and Asst. Treasurer.....	36 Wall st., New York, N. Y.
JOHN F. DISKEY.....	Auditor and Treasurer.....	Rochester, N. Y.
WILLIAM E. HOYT.....	Chief Engineer.....	Rochester, N. Y.
HENRY G. DANFORTH.....	Attorney.....	Rochester, N. Y.
CHAS. H. MCCAULEY.....	Solicitor.....	Ridgway, Pa.
Geo. W. BARTLETT.....	General Superintendent.....	Bradford, Pa.
ROBT. W. DAVIS.....	General Freight Agent.....	Rochester, N. Y.
EDWARD C. LAFAY.....	General Passenger Agent.....	Rochester, N. Y.

Directors of the Company.

Name.	Residence.
FREDERICK A. BELL	Buffalo, N. Y.
WILSON S. BISSELL	Buffalo, N. Y.
GEO. H. LEWIS	Buffalo, N. Y.
FREDERICK A. BROWN	20 Nassau street, New York city.
WALSTON H. BROWN.....	20 Nassau street, New York city.
EDWARD N. GIBBS	Norwich, Conn.
R. M. GUMMERE.....	South Bethlehem, Pa.
WARREN A. WILBUR.....	South Bethlehem, Pa.
ADRIAN ISELIN, Jr.....	36 Wall street, New York city.
W. EMLEN ROOSEVELT	33 Wall street, New York city.
J. KENNEDY TOD.....	45 Wall street, New York city.
WHEELER H. PECKHAM	80 Broadway, New York city.
ARTHUR G. YATES	Rochester, N. Y.

Title of company, Buffalo, Rochester and Pittsburg Railway Co.
General offices at Rochester, N. Y., and 36 Wall street, New York city.
Date of close of fiscal year, June 30th.
Date of stockholders' annual meeting, third Monday in November.
For information concerning this report address John F. Dinkey, Auditor and Treasurer,
Rochester, N. Y.

BUFFALO AND SOUTH-WESTERN.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, December 11, 1877.)

Leased to the New York, Lake Erie and Western Railroad Company August 1, 1880.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter.....	4,719	\$471,900 00	4,719	\$471,900 00	.....
Issued for actual cash and now outstanding	4,718 $\frac{1}{8}$	471,833 33	4,718 $\frac{1}{8}$	471,833 33	\$943,666 66
Grand total of common and preferred stock now outstanding					\$943,666 66
Number of stockholders.....					38

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Dec. 17, 1877	30	p.c. *6	Jan. 1, July 1	\$1,500,000	\$1,500,000	\$1,500,000

* Gold.

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$9,128 00
Bridges		5,316 77
Superstructure (including ties and rails)		173,236 15
Land, land damages and fences	\$365 61	9,084 96
Passenger and freight stations		2,742 50
Engine and car houses, shops, machinery and tools		2,914 86
Purchase of constructed road		2,945,894 25
Total cost of road	\$365 61	\$2,445,815 87
EQUIPMENT.		
Locomotives		\$20,544 28
Passenger, mail, baggage and express cars		985 25
Freight and other cars		31,968 70
Total cost of equipment		\$52,508 18
Grand total cost of road and equipment	\$365 61	\$2,510,879 05

Income Account for Year Ending June 30, 1892.

Gross earnings from lease		\$142,968 31
Less corporation expenses (excluding all taxes)		4,964 42
Net earnings from lease		\$138,000 29
<i>Income from other sources as follows, viz.:</i>		
Interest on cash in bank		528 10
Gross income from all sources		\$138,528 10
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$40,000 00	
Taxes	1,155 98	
		91,155 98
Net income from all sources		\$48,372 12
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, 9 per cent on \$471,833.25 preferred stock	\$42,435 00	
Dividends declared, 2 per cent on \$471,833.25 common stock	9,436 67	
		51,901 67
Deficit for year ending June 30, 1892		\$3,530 45

General Income Account.

Deficit for year ending June 30, 1892	\$3,530 45
Surplus to June 30, 1891	90,001 91
Total surplus June 30, 1892	\$93,532 36

General Balance Sheet June 30, 1892.

Assets.

Cost of road	\$2,445,815 87
Cost of equipment	62,508 18
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$19,374 58
Open accounts	60,534 77
	79,909 35
	\$2,528,233 40

LIABILITIES.		
Capital stock.....		\$943,666 66
Funded debt.....		1,500,000 00
Current liabilities as follows, viz.:		
Interest on funded debt due and accrued.....	\$46,551 00	
Dividends unpaid.....	23,591 67	
Sundries.....	23 88	
		70,166 00
Profit and loss (surplus)		76,475 00
		<u>\$2,590 306 35</u>

Officers of the Company.		
Name.	Title.	Official Address.
W. S. BISSELL	President	Buffalo, N. Y.
S. S. SPAULDING.....	Vice-President.....	Buffalo, N. Y.
F. T. MOULTON.....	Secretary and Treasurer.....	Buffalo, N. Y.
E. F. BIGONEY	Auditor	New York city.

Directors of the Company.		Residence.
Name.		
W. S. BISSELL		Buffalo, N. Y.
E. G. SPAULDING.....		Buffalo, N. Y.
J. M. RICHMOND.....		Buffalo, N. Y.
W. H. H. NEWMAN		Buffalo, N. Y.
D. E. BAILEY		Buffalo, N. Y.
THOMAS HODGSON.....		Buffalo, N. Y.
DANIEL O'DAY		Buffalo, N. Y.
HENRY M. WATSON.....		Buffalo, N. Y.
S. S. SPAULDING		Buffalo, N. Y.
E. R. SPAULDING.....		Buffalo, N. Y.
A. D. BISSELL		Buffalo, N. Y.
R. KINGMAN.....		Battle Creek, Mich.
W. H. BARNES.....		Philadelphia, Pa.

Title of company, The Buffalo and Southwestern Railroad Company.
General offices at Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in December.
For information concerning this report, address F. T. Moulton, Secretary and Treasurer.

CAIRO.

LESSOR.

LESSEE — CATSKILL MOUNTAIN.

(Date of charter, April 10, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	250	\$25,000	.....
Issued for actual cash and now outstanding	199	19,900	\$19,900

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	May 1, 1885	20	p.c. 6	Nov. 1, May 1	\$25,000	\$25,000	\$22,500

Cost of Road and Equipment.

Total cost of road (as per report of 1886).....	\$38,478 70
Total cost of equipment (as per report of 1886).....	6,283 06
Grand total cost of road and equipment up to June 30, 1892	<u>\$44,710 76</u>

Income Account for Year Ending June 30, 1892.*Gross income from all sources, as follows, viz.:*

Rental to June 30, 1892.....	\$9,700 00
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Deductions from income, as follows, viz. :

Interest on funded debt due and accrued	\$1,500 00
Taxes on earnings and capital stock.....	29 85
Insurance.....	9 00
	<u>1,538 85</u>

Net income from all sources	\$1,161 15
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Payments from net income, as follows, viz.:

Dividends declared, 6 per cent on \$19,900 common stock.....	1,194 00
Deficit for year ending June 30, 1892	<u>\$32 85</u>

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road	\$38,478 70
Cost of equipment.....	6,283 06

Current assets, as follows, viz.:

Cash on hand.....	172 87
Due from Catskill Mountain Railway Company	1,900 00
	<u>\$46,083 18</u>

LIABILITIES.

Capital stock.....	\$19,900 00
Funded debt.....	25,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	250 00
Profit and loss (surplus).....	983 18
	<u>\$46,083 18</u>

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
LEWIS WOLFE.....	President.....	Athens, N. Y.
CHAS. L. RICKERSON.....	Vice President	54 Harrison street, New York city.
FREDERICK HILL.....	Treasurer	Catskill, N. Y.
WM. J. HUGHES	Secretary	Catskill, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
A. VAN SANTVOORD.....	New York city.
C. T. VAN SANTVOORD.....	New York city.
G. M. SNYDER	West Hoboken, N. J.
CHAS. L. RICKERSON	Brooklyn, N. Y.
LEWIS WOLFE	Athens, N. Y.
JOHN SANDERSON.....	Catskill, N. Y.
F. G. WALTERS.....	Cairo, N. Y.
D. W. JENNINGS	Cairo, N. Y.
E. A. CHASE.....	Catskill, N. Y.
F. HILL.....	Catskill, N. Y.
C. L. BEACH.....	Catskill, N. Y.
C. A. BEACH.....	Catskill, N. Y.
W. J. HUGHES.....	Catskill, N. Y.

Title of company, Cairo Railroad Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in April.

For information concerning this report, address W. J. Hughes, Secretary.

CAMPBELL HALL CONNECTING.

LESSOR.

OPERATED BY PENNSYLVANIA, Poughkeepsie AND BOSTON.

(Date of charter, April 3, 1889.)

Organized under general railroad act of 1850, and amendments thereof.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	.....
Issued on account of construction and now out- standing.....	1,250	125,000	\$125,000
Number of stockholders.....			37

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST		Amount author- ized.	Amount outstand- ing	Cash realized on amount outstand- ing.
			Rate	When payable.			
*First mortgage ...	Aug 1, 1889	50	p.c 5	Feb. and Aug.	\$500,000	\$500,000	\$250,000

Cost of Road.Total cost up to
June 30, 1892.

Road built by contract \$375,000 00

Income Account for Year Ending June 30, 1892.

Rental, interest on bonds..... \$12,500 00

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road and equipment \$375,000 00

LIABILITIES.

Capital stock..... \$125,000 00

Funded debt..... 250,000 00

\$375,000 00

Officers of the Company.

Name.	Title.	Official Address.
J. C. STANTON.....	President.....	85 Broadway, New York city.
D. J. McINTOSH.....	Secretary and Treasurer.	85 Broadway, New York city.

*Whole issue of bonds hypothecated for \$350,000 and interest.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
J. C. STANTON.....	New York city.
C. H. STANTON.....	Brooklyn, N. Y.
D. J. MONROE.....	New York city.
O. W. CHILDS.....	New York city.
D. O. DELL.....	New York city.
W. V. GIBBS.....	Philadelphia, Pa.
GEO. W. GREEN.....	Goshen, N. Y.
D. N. STANTON.....	Yonkers, N. Y.
THEODORE B. DEAN.....	Amawalk, N. Y.
GEO. W. MURRAY.....	Goshen, N. Y.
WM. B. MONROE.....	New York city.
S. G. PRINCE.....	Goshen, N. Y.
C. S. WARNER.....	Brooklyn, N. Y.

Title of company, Campbell Hall Connecting Railroad Company.

General offices at Philadelphia and New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in April.

For information concerning this report, address E. J. Fallon, Auditor, Philadelphia, Pa.

CANASTOTA NORTHERN.

LEASOR.

LEASOR — ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 24, 1886.)

This company was organized to construct a railroad commencing at a point in the village of Canastota, in the county of Madison, State of New York, as the southerly terminus, running thence in a northerly direction through the towns of Lenox, Madison county, and Verona, Vienna and Camden, Oneida county, and terminating at a point in the village of Camden, Oneida county, a distance of 20 73-100 miles.

The roads were completed in 1887 and leased to the Elmira, Cortland and Northern Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding	2,000	\$200,000.00

Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	TERM, YEARS		INTEREST	Amount authorized	Cash realized on amount outstanding.
			Rate	When payable.		
First mortgage	July 1, 1886	20	6%	Jan 1 July 1	*\$300,000	\$300,000

* Issued on account of construction.

Cost of Road.

Road built by contract	\$500,000 00
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Income Account for Year Ending June 30, 1892.

<i>Income from all sources, as follows, viz.:</i>	
Rental from Elmira, Cortland and Northern Railroad Company.....	\$18,000 00
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	18,000 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$500,000 00
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	9,000 00
	\$509,000 00

LIABILITIES.

Capital stock	\$200,000 00
Funded debt.....	300,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	9,000 00
	\$509,000 00

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President	192 Broadway, New York city.
GEORGE S. EDGELL.....	Vice-President	192 Broadway, New York city.
MYRON A. SMITH	Secretary and Treasurer...	Elmira, N. Y.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
GEORGE S. EDGELL.....	New York city.
GEORGE M. DIVEN.....	Elmira, N. Y.
MYRON A. SMITH.....	Elmira, N. Y.
FRED. M. WILSON.....	Elmira, N. Y.
CHARLES W. WILLIAMS	Elmira, N. Y.
BENJAMIN O. SCUDDER.....	Elmira, N. Y.
BERT N. POWELL	Elmira, N. Y.
ISAAC S. MARSHALL.....	Elmira, N. Y.
ALBERT ALLEN	Cortland, N. Y.
FRANK E. TIBBETTS	Ithaca, N. Y.
GEORGE S. SADLER.....	Canastota, N. Y.
ABRAM T. VAN VALKENBURGH	Canastota, N. Y.

Title of company, The Canastota Northern Railroad Company.
General office at, Elmira, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders annual meeting, fourth Monday in March.
For information concerning this report, address M. A. Smith, Secretary.

CARTHAGE AND ADIRONDACK.

(Date of charter, March 28, 1883.)

This company was organized under the general railroads act of April 2, 1850, by articles of association signed March 27, 1883, and filed in the office of Secretary of State March 28, 1883. Construction of its railroad was begun at once and about \$15,000 was expended by the contractor in grading, masonry, land, land damages, engineering expenses, etc., when work was suspended. Construction was resumed in May, 1886, and the road was completed and opened for traffic January 1, 1887, from Carthage to Jayville, N. Y. Construction on an extension known as the Little River extension was commenced June, 1887, from Jayville eastward to the Little River iron ore beds, a distance of 18.25 miles. This extension was opened for traffic to Oswegatchie, 10 miles from Jayville, in February, 1889, and to Little River iron ore beds, now known as Benson Mines, August 22, 1889.

CARTHAGE AND ADIRONDACK.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash.....	4,800	\$480,000	\$480,000
Issued on account of construction	700	70,000	.....
Total now outstanding.....	5,000	\$500,000	\$480,000

Number of stockholders 27

FUNDED DEBT.

Designation of Lien.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
1st mortgage	May 1, 1883	40	p.c. 6	May 1 & Nov. 1	\$800,000	\$800,000	\$743,700
2d mortgage.....	Feb. 1, 1890	25	6	Feb. 1 & Aug. 1	800,000	153,000	76,600
Total					\$1,600,000	\$953,000	\$820,300

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1893.	Total cost of road and equipment up to June 30, 1893.
Grading, masonry and ballast	\$780 47	\$308,336 26
Bridges.....	.....	15,779 66
Superstructure (including ties).....	778 01	32,437 83
Rolls	2,133 63	65,481 03
Land damages.....	15 27	1,276 55
Passenger and freight stations .....	.....	2,543 57
Engine and car houses.....	.....	1,359 73
Shops, machinery and tools.....	5 58	300 72
Fuel and water stations.....	2,413 28	3,896 73
Engineering expenses.....	72 45	7,743 84
Interest and discount charged to construction	84,185 00	142,498 60
Road built by contract.....	*2,457 65	1,098,158 08
Telegraph line .....	.....	1,496 58
Incidentals	155 00	6,618 43
Total cost of road.....	\$86,061 06	\$1,515,844 07
† EQUIPMENT		
Locomotives.....	.....	\$4,089 60
Passenger cars.....	.....	5,900 46
Mail, baggage and express cars.....	.....	1,180 10
Freight and other cars	\$605 88	10,315 36
Total cost of equipment	\$605 88	\$21,485 51
Total cost of road and equipment.....	\$86,666 94	\$1,537,329 58

* Credit. † Two locomotives, ten box cars and thirty flat cars furnished by contractor.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading at Carthage, Oswegatchie and Benson Mines.....	\$780 47
Switches at Carthage, \$159.58; angle-bars, bolts and spikes, \$149.80	309 38
Switches at Benson Mines, \$159.59; angle-bars, bolts and spikes, \$149.80.....	309 39
Angle-bars, bolts and spikes at Oswegatchie, \$73.50; on hand, \$85.74.....	159 74
Branch at Carthage, \$893.80; Oswegatchie, \$410; Benson Mines' yard, \$829.83....	2,133 63
Right of way in town of Pitcairn, \$11.50; recording deeds, etc., \$3.77.....	15 27
Shop at Carthage.....	5 58
Water house at Diana, \$680; Jayville, \$1,563.15; Benson Mines, \$26.....	2,271 15
Coal shed at Carthage.....	142 13
Expenses running lines preparatory to straightening line	73 46
Discount on bonds sold on account of construction	84,185 00
Changing creek near National Bridge	50 00
Land purchased for the purpose of changing Twin Lake highway, \$50; and put- ting same in good order, \$55.....	105 00
Air brakes on flat cars, \$588.28; less loss on freight cars, \$32.45.....	555 83
	<hr/>
	\$91,044 53
Less credit to "road built by contract".....	2,457 05
	<hr/>
	\$88,586 88

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$122,294 37
Less operating expenses (excluding all taxes).....	78,951 13
	<hr/>
Gross income from all sources.....	\$43,273 24
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$55,875 00
Taxes on property used in operation of road.....	4,961 44
Taxes on earnings and capital stock	525 25
Taxes other than above	203 90
Interest on floating debt.....	5,692 68
	<hr/>
	67,258 27
Deficit for year ending June 30, 1892	<hr/>
	\$18,990 13

General Income Account.

Deficit for year ending June 30, 1892.....	\$18,990 13	
Deficit up to June 30, 1891	98,589 84	
	<hr/>	
	\$117,519 97	
Credit profit and loss, air brakes.....	588 28	
	<hr/>	
	\$116,981 69	
Charge profit and loss, unclaimed wages.....	}	66 41
Charge profit and loss, depreciation of flat cars destroyed.....		
		<hr/>
Total deficit June 30, 1892.....	\$117,048 10	

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$96,875 80	\$96,875 80
Passengers, all local.....	\$22,669 86		22,669 86
Mail	1,472 11		1,472 11
Express	676 48		676 48
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	\$505 12	305 60	505 12
News agency.....	25 00		25 00
Total gross earnings	<hr/>	<hr/>	<hr/>
	\$25,042 97	\$97,181 40	\$122,294 37

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed and track.....	\$11,179 69	\$17,123 82	\$28,303 01
Repairs of bridges (including culverts and cattle guards)	24	86	00
Repairs of stations, shops, docks, etc.....	72 69	111 83	184 02
Repairs of fences	33 11	50 70	83 81
Other expenses for maintenance of way and structures.....	695 99	1,066 02	1,762 01
Total	<hr/>	<hr/>	<hr/>
	\$11,981 72	\$18,351 73	\$30,333 45

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$2,081 63	\$3,111 74	\$5,143 37
Repairs of cars.....	581 30	3,419 35	3,000 65
Total	\$2,612 93	\$5,531 10	\$8,143 98
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,583 77	\$2,349 19	\$3,932 96
Wages of engineers and firemen.....	1,438 44	2,379 73	3,768 19
Fuel for locomotives	4,073 85	6,239 70	10,313 55
Oil and waste	143 73	318 64	361 37
Water supply	317 25	333 75	650 00
Other train supplies or expenses.....	160 13	945 35	405 53
Wages of station agents and clerks.....	1,311 78	1,356 01	2,667 79
Station supplies	85 09	130 33	215 41
Wages of watchmen, flagmen and switchmen..	154 05	235 95	390 00
Other expenses for conducting transportation..	30 44	31 31	51 75
Total	\$9,087 60	\$13,918 97	\$23,006 57
<i>General expenses:</i>			
Salaries of general officers and clerks	\$2,906 45	\$4,301 55	\$7,110 00
General office expenses and supplies.....	945 39	375 59	690 31
Stationery and printing.....	108 13	243 23	410 46
Outside agency and advertising.....	13 62	21 16	35 00
Legal expenses.....	347 57	532 38	879 95
Loss and damage of freight and baggage	10 50	16 34	26 84
Damage to cattle and property.....	12 54	19 38	32 00
Injuries to persons	15 01	22 99	38 00
Telegraph maintenance and operation.....	290 50	444 72	735 08
Mileage, of cars of other companies (debit balance).....	985 31	1,513 74	2,508 05
Other general expenses.....	30 40	46 55	76 95
Total	\$4,934 51	\$7,543 61	\$12,407 12
Grand total operating expenses.....	\$23,006 73	\$45,344 41	\$78,351 13

General Balance Sheet June 30, 1892.

Assets.

Cost of road.....	\$1,515,344 07.
Cost of equipment	31,425 51
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	45,010 40
Due by agents.....	2,077 31
Open accounts	100 00
Materials and supplies.....	100 00
Fundries.....	618 91
Profit and loss (deficiency).....	117,048 10
	\$1,705,475 78

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	953,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	943,185 00
Audited vouchers and pay rolls	5,778 97
Open accounts	511 81
	\$1,705,475 78

Traffic and Mileage Statistics.

From.

All local.

Number of passengers carried.....	41,370
Number of passengers carried one mile.....	782,477
Number of tons of freight carried.....	133,966
Number of tons of freight carried one mile.....	4,644,572
Passenger train mileage.....	31,805
Freight train mileage	25,938
Other train mileage.....	16,379
Total train mileage.....	65,347

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$25,042 97	\$28,606 72	\$3,563 75
Average per passenger carried.....	6053	6914	0861
Average per passenger per mile	032	0366	0046
Average per passenger train per mile	9716	1.1099	1383
Freight earnings and expenses (including miscellaneous earnings).....	97,181 40	45,844 41	Profit. 51,336 99
Average per ton of freight carried.....	7269	3893	3377
Average per ton of freight per mile	0210	0098	0112
Average per freight train per mile.....	2.462	1.1468	1.3132

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.897
Average rate received per mile per ton for carrying freight, all classes	2.085

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Carthage to Benson Mines, single track.....	43
Sidings and turnouts on main line.....	5.40
Grand total of tracks, sidings and turnouts.....	48.40
Laid with steel rail, main line.....	43
Laid with steel rail, sidings.....	5.40
Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	3	Feet. 245
Wooden trestles.....	5	1,980
Total.....	8	2,225

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brate.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	1	.....	110,000	1	.....
Locomotives, 4 drivers.....	2	.....	90,000	2	.....
Total.....	3	.....	.....	3	.....
First-class passenger cars.....	1	\$3,540 28	28,000	1	1
Baggage, mail and express cars	1	3,540 28	28,000	1	1
Total.....	2	.....	.....	2	2
Box freight cars	10	.....	22,000	.....	10
Flat freight cars	69	.....	19,000	10	40
Caboose, 8-wheel cars.....	2	.....	25,000	1	1
Service car.....	1	.....	.....	.....	.....
Total.....	82	.....	.....	11	51

Westinghouse air brake and Miller coupler on passenger cars; forty freight cars with McKeen coupler, eleven with Janney and thirty-one link and pin; eleven cars with Shortle duplex air brake.

Ramapo split switch only used on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	48.20
Cost of real estate now held by company, exclusive of that used in operation...	\$250 00
Total assessed value of real estate and personal property of company	161,105 00
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	2

Passenger cars are heated by Speare stoves, lighted by lamps and ventilated by Monitor ventilator in roof.

American Express runs over line; merchandise one and one-half times first-class freight rates—cheese, butter, poultry, etc., first class freight rates with the exception of a rate of twenty-five cents per hundred pounds from Carthage to Oswegatchie and Benson Mines.

Company receives from the United States government for transportation of mails on route No. 6184, between Harrisville and Carthage, N. Y., \$928.10 per annum, July 1, 1889, to June 30, 1898; route No. 107150, between Harrisville and Benson Mines, N. Y., \$450 per annum, November 10, 1890, to November 9, 1891, and \$600 per annum, November 10, 1891, to June 30, 1893.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	781	.547
Grain	1,095	.819
Meats and provisions	192	.144
Live stock	41	.081
Lumber	74,256	55.541
Iron or other ores	41,824	31.283
Coal and coke	8,087	2.272
Petroleum and other oils	257	.192
Shipments of manufactured goods received by railroad, companies within this State from manufactories within this State.....	6,100	4.562
All other manufactures	370	.277
All other merchandise	2,216	1.657
All other agricultural products	1,613	1.206
All other articles not included above	1,964	1.469
Total	133,606	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	.....	1
Others, not passengers	1	1	2
Total	2	1	3

EMPLOYEES.

average number of persons employed (including officials) during year	98
aggregate amount of salaries and wages paid them	\$44,925 11

Officers of the Company.

Name.	Title.	Official Address.
CHARLES F. COX	President	Grand Central depot, N. Y. city.
ALLYN COX	Secretary and Treasurer	Grand Central depot, N. Y. city.
RANDOLPH PARKLY	Attorney	160 Broadway, New York city.
G. F. HUGGANS	Superintendent	Carthage, N. Y.
W. S. ALLEN	Auditor	Carthage, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS L. JAMES.....	Lincoln National Bank, New York city.
HENRY N. WHITNEY	11 Broad street, New York city.
CHARLES H. COSTER.....	1 Broad street, New York city.
CHARLES F. COX.....	Grand Central depot, New York city.
JOHN GREENOUGH.....	Manhattan Life building, New York city.
D. D. PARMLY.....	160 Broadway, New York city.
SAMUEL BARTON	66 Broadway, New York city.
RUSSELL RAYMOND.....	Fifth avenue and Forty-second street, N. Y. city.
ALLYN COX	Grand Central depot, New York city.
E. K. SIBLEY.....	160 Broadway, New York city.
T. P. FOWLER.....	56 Beaver street, New York city.
RANDOLPH PARMLY	160 Broadway, New York city.
ANDREW SPOTTS	160 Broadway, New York city.

Title of company, Carthage and Adirondack Railway Company.
General offices at Cathage, N. Y.; executive office, Grand Central depot, New York.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in January.
For information concerning this report address W. S. Allen, Auditor, Carthage, N. Y.

CARTHAGE, WATERTOWN AND SACKETT'S HARBOR.

LESSOR.

LESSEE—UTICA AND BLACK RIVER.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, February 1, 1869.)

Company organized February 1, 1869. Road constructed from Watertown to Carthage in 1872; completed to Sacketts Harbor in 1878, and was leased to the Utica and Black River Railroad Company, for and during the full term of its corporate existence, for thirty-seven and one-half per cent of its gross earnings. Road leased under resolution of board of directors. There was a mortgage on the road from Carthage to Watertown, and its rolling stock, dated July 1, 1871, which became due July 1, 1891, which the Carthage, Watertown and Sacketts Harbor Railroad Company claim is paid and the lien thereof has ceased. The matter is in litigation, undetermined. The bonds, to the amount of \$150,000, issued on the mortgage (second lien mentioned), were for money which has been used to pay the bonds secured by the mortgage now in litigation as aforesaid. The balance, \$150,000, authorized to be issued, is set apart to pay the bonds dated September 16, 1878.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter....	7,000	\$700,000	.....	.....	.....
Issued for actual cash, and now outstanding	4,658 $\frac{1}{2}$	465,845	215	\$21,500	\$487,345

Grand total of common or preferred stock now outstanding \$487,345
Number of stockholders..... 213

CARTHAGE, WATERTOWN AND SACKETT'S HARBOR. 159

FUNDED DEBT.

	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage on the road from Carthage to Sackett's Harbor.....	Sept. 16, 1878	30	p.c. 7	April & Oct.	\$150,000	\$150,000	\$180,000
Consolidated mortgage on the road from Carthage to Sackett's Harbor and on rolling stock.....	July 1, 1881	40	5	Jan. & July	200,000	150,000	148,500
Total.....					\$450,000	\$300,000	\$328,500

Cost of Road and Equipment.

ROAD.	Total cost of road up to June 30, 1892.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails.....	\$508,050 00
Land, land damages and fences.....	197,108 78
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....	17,932 59
Engineering expenses.....	11,048 85
Total cost of road.....	\$783,139 78

EQUIPMENT.	
Locomotives.....	\$19,108 80
Mail, baggage and express cars.....	10,070 68
Freight and other cars.....	5,508 05
Total cost of equipment.....	\$34,687 45
Grand total cost of road and equipment.....	\$783,968 96

Officers of the Company.

Name.	Title.	Official Address.
GEORGE A. BASLEY.....	President.....	Watertown, N. Y.
GEORGE W. KNOWLTON.....	Vice-President.....	Watertown, N. Y.
GEORGE W. SHERMAN.....	Treasurer.....	Watertown, N. Y.
ALBERT BUSHNELL.....	Secretary.....	Watertown, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE A. BASLEY.....	Watertown, N. Y.
A. D. REMINGTON.....	Watertown, N. Y.
L. H. BROWN.....	Watertown, N. Y.
A. H. RAWYER.....	Watertown, N. Y.
S. B. UPHAM.....	Watertown, N. Y.
J. M. FELT.....	Watertown, N. Y.
A. BUSHNELL.....	Watertown, N. Y.
G. W. KNOWLTON.....	Watertown, N. Y.
SIDNEY COOPER.....	Watertown, N. Y.
R. M. GATES.....	Watertown, N. Y.
G. H. SHERMAN.....	Watertown, N. Y.
W. B. CAMP.....	Sackett's Harbor, N. Y.
H. J. LANE.....	Sackett's Harbor, N. Y.

Title of company, Carthage, Watertown and Sackett's Harbor Railroad Company.

General offices at Watertown, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address George W. Sherman, Treasurer.

CATSKILL MOUNTAIN.

(Date of charter, July 2, 1885.)

The Catskill Mountain Railroad Company was incorporated under the act of April 2, 1850, and acts amendatory thereto, and under and pursuant to Laws of 1871, chapter 560, section 5.

On February 11, 1885, Frederick Hill, trustee of the first mortgage of said Catskill Mountain Railroad Company, began proceedings for foreclosure, and by the conditions of the mortgage took possession of the road and other property March 13, 1885. Judgment and decree of foreclosure and sale of the property and franchise was rendered and entered on March 15, 1885. The sale took place June 15, 1885. The property and franchise were purchased by Alfred Van Santvoord, Isaac Pruyn, Charles L. Beach, John T. Mann and John H. Bagley, Jr., the purchasing committee or trustees, under an express trust created and controlled by a plan and agreement entered into May 13, 1885, by and between themselves and certain first mortgage bondholders of said Catskill Mountain Railroad Company. The said purchasers associated with themselves the following named persons: Orrin Day, Frederick Hill, Charles A. Beach, Jacob I. Werner, George H. Beach, George M. Snyder, Charles T. Van Santvoord and Charles L. Rickerson, as directors, and became a body politic and corporate July 1, 1885, under the name of the Catskill Mountain Railway Company, in conformity with the provisions of an act of the Legislature of the State of New York entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the act amending the same, passed June 2, 1876.

The plan of reorganization provided for the issue of \$89,000 of capital stock, limited to one vote on each ten shares of \$100 each, to be exchanged for the same amount of capital stock of the former company. Also \$238,000 first income bonds, entitled to one vote on each \$100, to be exchanged for the first mortgaged bonds of the former company to the extent of \$200,000, and the remaining \$38,000 to be used in payment of certain preferred debts of the former company. Also \$16,000 second income bonds without voting power, to be used in settlement of certain other indebtedness of the former company.

The above "first income" bonds and "second income" bonds are entitled to such rate of interest only, up to 6 per cent, as the earnings of the company may warrant, after the payment of operating expenses, repairs and improvements and interest, at the rate of 5 per cent on \$50,000 first mortgage bonds.

The \$50,000 first mortgage bonds to be issued for the payment of unpaid coupons of the first mortgage bonds of the former company, taxes of the former company and necessary improvements. None of the above bonds issued September 30, 1885.

Under date of July 2, 1885, the Catskill Mountain Railroad Company entered into an agreement with the Cairo Railroad Company for the use of the Cairo railroad, a branch road, three and three-fourths miles long, and one locomotive, for one year from date, at a rental of 6 per cent on the cost of the property leased; said rental, however, not to exceed \$2,700, the lessee to pay taxes, etc.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value
Authorized by law or charter, issued for reorganization and now outstanding.....	890	\$89,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds..	Aug. 1, 1885	20	p.c.	Feb. 1 & Aug. 1	\$50,000 00	\$50,000 00	\$26,706 67
First income bonds..	Aug. 1, 1885	30	6	Feb. 1 & Aug. 1	238,000 00	238,000 00	29 76
Second income bds.	Aug. 2, 1885	30	6	Feb. 1 & Aug. 1	16,000 00	15,200 00	26 12
Total	\$304,000 00	\$303,200 00	\$26,762 55

CATSKILL MOUNTAIN.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$12,780 20
Bridges .....	.....	4,787 88
Side tracks	\$135 59	1,336 98
Rails	197 88	641 72
Shanty for trackmen .....	.....	181 49
Land damages .....	.....	2,191 85
Fences .....	.....	121 91
Passenger and freight stations .....	.....	1,077 44
Engine and car houses .....	.....	8,056 85
Shops, machinery and tools	215 25	851 50
Fuel and water stations	192 85	288 19
Engineering expenses .....	.....	840 00
Station furniture .....	.....	199 87
Purchase of constructed road, as per plan of re-organization and equipment .....	.....	380,204 98
Furniture for general office	2 85	286 20
Track tools and handcars	25 00	201 78
On account of connection with Otis' Elevating railway	2,468 55	2,468 55
Total cost of road	\$3,236 92	\$410,861 79
EQUIPMENT.		
Locomotives .....	.....	\$298 18
Passenger cars .....	.....	2,030 66
Mail, baggage and express cars .....	.....	258 21
Freight and other cars	\$40 00	616 55
Wagons, sleighs and harnesses .....	.....	220 00
Total cost of equipment	\$40 00	\$3,418 55
Grand total cost of road and equipment	\$3,276 92	\$414,280 34

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Rails and fastenings: Thirty rails used for guard in Austin's glen	\$197 88
Shops, machinery and tools: Sundry tools, including lathe.	215 25
Fuel and water stations: Sundry additions, including expense of pipe, etc., from water works	192 85
Spin track at West Shore station:	
Frog, switch and stand	\$46 50
Switch ties and other ties	46 85
Labor, spikes and bolts	42 74
	135 59
Track tools and handcars: Two lever track jacks	25 00
Furniture for general office: Stove pipe	2 85
Freight and other cars: Eames' Vacuum brake; two diaphragms for flat cars ..	40 00
Otis railway connections	2,468 55
	\$3,276 92

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$45,488 69
Less operating expenses (excluding all taxes)	26,147 74
Net earnings from operation	\$19,340 95
<i>Income from other sources as follows, viz.:</i>	
Interest on loans (balance of account)	446 11
Gross income from all sources	\$19,787 06
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$2,500 00
Rentals	4,000 00
Taxes on property used in operation of road	1,659 25
Taxes on earnings and capital stock	208 13
Taxes other than above, expenses R. R. Commission	109 84
State on franchise	1 84
Insurance	117 00
	7,995 56
Surplus for year ending June 30, 1892	\$11,791 50

General Income Account.

Surplus for year ending June 30, 1892		\$11,791 50
Surplus to June 30, 1891	\$23,496 06	
Less amount subsequently paid as interest on first income bonds	4,622 64	
		18,873 42
Total surplus June 30, 1892		\$30,664 92

DETAILED STATEMENT OF RENTALS

Rental of Cairo railroad, including one locomotive	\$2,700 00
Rent of terminus Catskill landing	1,000 00
Rent of village station and general office at Catskill	800 00
Total amount of rentals deducted from income	\$4,000 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local		\$12,264 70	\$12,264 70
Passengers all local	\$32,841 17		32,841 17
Express	306 02		306 02
Miscellaneous, as follows, viz.:			
Extra baggage	76 80		76 80
Total gross earnings	\$33,223 99	\$12,264 70	\$45,488 69

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track roadbed	\$3,345 52	\$1,433 79	\$4,779 31
Renewal of ties	1,531 08	656 17	2,187 25
Repairs of bridges (including culverts and cattle guards)	897 88	384 80	1,282 68
Repairs of stations, shops, docks, etc	248 66	106 57	355 23
Repairs of fences	274 56	117 67	392 23
Other expenses for maintenance of way and structures	574 55	246 24	820 79
Total	\$6,872 25	\$2,945 24	\$9,817 49

Maintenance of equipment:

Repairs of locomotives	\$835 93	\$358 25	\$1,194 18
Repairs of cars	521 02	223 29	744 31
Repairs of machinery and tools	82 50	35 35	117 85
Other expenses for maintenance of equipment	835 28	357 98	1,193 26
Total	\$2,274 73	\$974 87	\$3,249 60

Conducting transportation:

Wages of conductors and men	\$1,529 04	\$655 30	\$2,184 34
Wages of engineers and firemen	1,296 97	555 85	1,852 82
Fuel for locomotives	2,168 18	929 23	3,097 40
Oil and waste	125 46	53 77	179 23
Water supply	97 30	41 70	139 00
Other train supplies or expenses	2 91	1 24	4 15
Wages of station agents and clerks	1,235 28	529 40	1,764 68
Wages for labor at stations	320 24	187 24	507 48
Station supplies	70 69	80 29	150 98
Wages of watchmen, flagmen and switchmen ..	293 88	125 95	419 83
Other expenses for conducting transportation ..	185 65	28 90	214 55
Total	\$7,275 60	\$3,068 86	\$10,344 46

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,050 00	\$450 00	\$1,500 00
General office expenses and supplies.....	26 77	11 47	38 24
Stationery and printing.....	208 59	80 89	289 48
Outside agencies and advertising.....	74 55	31 95	106 50
Legal expenses.....	15 86	6 79	22 65
Loss and damage of freight and baggage.....	49 48	21 21	70 69
Damage to cattle and property.....	42 70	18 30	61 00
Injuries to persons.....	123 00	57 00	180 00
Telephone maintenance and operation.....	171 40	73 45	244 85
Other general expenses.....	129 00	55 28	184 28
Total.....	\$1,901 35	\$814 84	\$2,716 19
Grand total operating expenses.....	\$18,323 93	\$7,823 81	\$26,147 74

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$410,861 79
Cost of equipment.....	3,418 55

Current assets, as follows, viz.:

Cash on hand.....	\$714 16
Bills receivable.....	6,014 00
Due by agents.....	1,680 48
Open accounts.....	514 40
Materials and supplies.....	3,289 37
Sundries.....	1,828 82
	14,081 03
	\$428,301 43

LIABILITIES.

Capital stock.....	\$300,000 00
Funded debt.....	308,300 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$1,041 67
Audited vouchers and pay rolls.....	2,102 05
Open accounts.....	424 31
Sundries.....	1,868 47
	5,436 50
Profit and loss (surplus).....	20,664 93
	\$435,301 43

Traffic and Mileage Statistics.

ITEM.

All local.

*Number of passengers carried.....	30,612
*Number of passengers carried one mile.....	530,668
*Number of tons of freight carried (estimated).....	12,000
*Number of tons of freight carried one mile (estimated).....	168,000
*Mixed train, mileage.....	27,356

ITEM	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings):	\$33,221 10	\$18,323 93	\$14,897 17
Average per passenger carried.....	834	462	372
Average per passenger per mile.....	0.0238	0.0153	0.0086
Average per passenger train per mile.....	1.418	0.72	0.698
Freight earnings and expenses (including miscellaneous earnings):	12,264 71	7,823 81	4,440 90
Average per ton of freight carried.....	1.022	0.652	0.37
Average per ton of freight per mile.....	0.03	0.04	0.01
Average per freight train per mile.....	4.9	2.7	2.2

* Catskill Mountain railway traffic only.

† Includes traffic on Cairo railroad also.

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first-class:	
Catskill Mountain railway.....	7
Cairo railroad.....	8
Average rate received per mile for carrying passengers, second-class.....	4
Average rate received per mile for carrying passengers, all classes.....	8.3
Average rate received per mile per ton for carrying freight, all classes.....	7.3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line, from Catskill to Palenville, single track.....			15.73
Total of branches or other roads authorized.....			3.77
Main line laid, single track.....	15.73		15.73
Branches, or other roads, laid, single track.....			3.77
Total single track.....	15.73	3.77	19.50
Sidings and turnouts on main line.....	.95		.95
Sidings and turnouts on branches or other roads.....		.34	.34
Total sidings and turnouts.....	.95	.34	1.29
Grand total of tracks, sidings and turnouts.....	16.68	4.11	20.79
Laid with steel rail, main line.....	16.68		16.68
Laid with steel rail, branches or other roads.....		4.11	4.11

Average life of ties, 5 to 8 years; weight of rails per yard—steel, 40 lbs.; gauge of track, 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Entire length in N. Y. State.	Miles laid with steel rail.
Cairo railroad.....	Cairo junction.....	Cairo.....	3.77	3.77

DESCRIPTION OF ROAD AND EQUIPMENT.

BRIDGES.	ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	5	Feet. 1,120

Description of Road and Equipment -- (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	1	3	*	50,000	3	3
Total	2	1	3	.....	.....	3	3
First-class passenger cars.....	4	.....	4	\$ 8,000†	.....	4	4
Second-class passenger cars..	6	.....	6	1,500†	.....	6	6
Baggage, mail and express cars.....	4	.....	4	1,100†	.....	4	4
Total	14	.....	14	.....	.....	14	14
Box freight cars.....	2	.....	2	\$400	.....	2	.....
Coal freight cars.....	7	.....	7	.....	.....	15	.....
Flat freight cars.....	3	.....	3	.....	.....	.....	.....
Total	12	.....	12	.....	.....	7	.....

Eames's vacuum brakes and Janney coupler on passenger and baggage cars; link and pin coupler on freight cars, split switches are used exclusively on the road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company (15.75 miles owned, 3.75 leased) miles	19.50
Total assessed value of real estate and personal property of company	\$45,000 00
Railroad crossing road over or under grade	1
Highway crossings at grade without protection (C. M. Ry. 15, Cairo R. R. 6).....	21
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade	3
Over-head obstructions less than 20 feet above track ..	6

Passenger cars heated by ordinary stoves, lighted by kerosene oil and ventilated by windows and roof ventilators.

American Express Company runs over road at rate of 30 cents per 100 lbs.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	600	.5
Lumber	3,000	16.7
Coal.....	1,033	8.6
All other agricultural products.....	4,000	33.8
All other articles not included above	4,367	36.4
Total.....	12,000	100

NUMBER OF ACCIDENTS

	Injured.
(more than passenger or employe.....	1

EMPLOYEES.

Average number of persons employed (including officials) during year.....	38
Aggregate amount of salaries and wages paid them.....	\$1,711 95

\$9,000 in 1892; \$6,000 in 1893. †Original cost. ‡These cars have all been piped for steam; one-half have diaphragm and brakes.

Officers of the Company.

Name.	Title.	Official Address.
ALFRED VAN SANTVOORD..	President.....	Lincoln Nat. Bank, New York city.
CHAS. L. BEACH.....	Vice-President.....	Catskill, N. Y.
ORRIN DAY.....	Treasurer.....	Catskill, N. Y.
CHAS. A. BEACH.....	Gen. Supt. and Secretary.	Catskill, N. Y.

Directors of the Company.

Name.	Residence.
ALFRED VAN SANTVOORD.....	New York city.
CHAS. L. BEACH.....	Catskill, N. Y.
ORRIN DAY.....	Catskill, N. Y.
FREDERICK HILL.....	Catskill, N. Y.
ISAAC PRUEN.....	Catskill, N. Y.
SAMUEL L. PENFIELD.....	Catskill, N. Y.
JOHN H. BAGLEY.....	Catskill, N. Y.
GEO. M. SNYDER.....	New York city.
CHAS. L. RICKERSON.....	New York city.
CHAS. T. VAN SANTVOORD.....	New York city.
GEO. H. BEACH.....	Catskill, N. Y.
JACOB I. WERNER.....	Catskill, N. Y.
CHAS. A. BEACH.....	Catskill, N. Y.

Title of company. Catskill Mountain Railway Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in June.

For information concerning this report address Chas. A. Beach, Secretary.

CAYUGA AND SUSQUEHANNA.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 18, 1843.)

Organized under special act in 1838 as the "Ithaca and Owego."

Opened twenty nine miles in 1834. Name changed in 1848.

Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated April 21, 1885, continuing during charter.

Consideration, \$54,600 per annum.

Operations are included in lessee's report.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	50,000	\$1,500,000
Total now outstanding.....	18,637	559,110

Number of stockholders..... 96

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1899.
Grading, masonry and ballast..	\$143,738 85
Bridges	94,738 12
Superstructure (including ties) and rails	949,618 11
Land land damages and fences.....	44,699 18
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	88,798 09
Engineering expenses	18,700 68
Total cost of road	\$620,458 01

CAYUGA AND SUSQUEHANNA.

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EQUIPMENT.

Locomotives.....	\$57,570 90
Mail, baggage and express cars.....	20,198 88
Freight and other cars.....	1,774 21
Total cost of equipment.....	\$79,541 99
Grand total cost of road and equipment.....	\$600,000 00

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Twelve months' rental received from lessee.....	\$54,600 00
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Payments from net income, as follows, viz.:

Dividends declared 9½ per cent on \$580,110 common stock.....	55,805 45
Deficit for year ending June 30, 1892.....	\$1,805 45

General Income Account.

Deficit for year ending June 30, 1892.....	\$1,805 45
Surplus up to June 30, 1891.....	13,822 05
	\$12,155 60
Less sundry small disbursements made by lessees in maintaining organization..	812 50
Total surplus June 30, 1892.....	\$11,844 10

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$520,458 01
Cost of equipment.....	79,541 99
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	954 10
	\$600,954 10

LIABILITIES.

Capital stock.....	\$580,110 00
Profit and loss (surplus).....	11,844 10
	\$600,954 10

Officers of the Company.

Name.	Title.	Official Address.
PERCY R. PYNE.....	President.....	52 Wall street, New York city.
STEPHEN S. PALMER.....	Secretary and Treasurer ..	52 Wall street, New York city.
WILLIAM F. HALLSTAD.....	General Manager.....	Scranton, Pa.
W. B. PIERCE.....	General Agent.....	Ithaca, N. Y.

Directors of the Company.

Name.	Residence.
PERCY R. PYNE.....	New York city.
JOHN I. BLAIR.....	Blairtown, N. J.
WILLIAM WALTER PHELPS.....	Englewood, N. J.
SAMUEL BLOAN.....	New York city.
M. TAYLOR PYNE.....	New York city.
HENRY A. C. TAYLOR.....	New York city.
EDWIN F. HATFIELD.....	New York city.
LAWRENCE TURNURE.....	New York city.
STEPHEN S. PALMER.....	New York city.

Title of company, The Cayuga and Susquehanna Railroad Company.

General offices at Ithaca, N. Y.

Date of close of fiscal year December 31.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor Delaware, Lackawanna and Western Company, 26 Exchange Place, New York city.

CENTRAL DOCK AND TERMINAL.

LESSOR.

LESSEE — PHILADELPHIA AND READING.

(Date of charter, May 31, 1889.)

The Central Dock and Terminal Railway Company was organized May 31, 1889, for the purpose of constructing a railway and terminal dock in the city of Buffalo, connecting the freight yards of the New York Central and Hudson River Railroad Company at East Buffalo with the dock at the foot of Georgia street, a distance of miles, the object of the road being the transportation and shipment of anthracite coal. At a meeting of the directors held on the 30th day of January, 1891, in the Grand Central station, in the city of New York, the company was leased to the Philadelphia and Reading Railroad Company for a term of years, expiring March 31, 1910. Since that date the company has been operated by the said Philadelphia and Reading Railroad Company.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grand total cost of road and equipment.....	\$4,476 68	\$545,309 31

Income Account for Year Ending June 30, 1892.

Income from all sources.....	\$27,237 43
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$1,280 00
Salaries, etc	980 00
Insurance	1,250 00
Taxes.....	4,834 01
Office expenses.....	6 27
Interest on loans	1,944 70
	10,344 98
Surplus for year ending June 30, 1892	\$16,892 45

General Income Account.

Surplus for year ending June 30, 1892.....	\$16,892 45
Surplus up to June 30, 1891.....	19,709 08
Total surplus June 30, 1892	\$36,601 48

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment	\$545,309 31
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,079 97
Open accounts	14,716 79
	15,796 76
	\$561,106 07
LIABILITIES.	
Capital stock	\$487,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on floating debt due and accrued	\$1,023 82
Open accounts	1,000 00
Loans and bills payable	34,981 27
	37,004 89
Profit and loss (surplus)	36,601 48
	\$561,106 07

Officers of the Company.

Name.	Title.	Official Address.
THEODORE VOORHEES.....	President.....	Grand Central depot, New York city.
C. E. HENDERSON	Vice-President	Philadelphia, Pa.
A. G. LEONARD.....	Secretary and Treasurer..	Grand Central depot, New York city.

Directors of the Company.

Name.	Residence.
CHAUNCEY M. DEPEW	Grand Central depot, New York city.
H. J. HAYDEN..	Grand Central depot, New York city.
J. M. TOUCEY	Grand Central depot, New York city.
T. VOORHEES.....	Grand Central depot, New York city.
A. A. MCLEOD	Philadelphia, Pa.
T. M. RICHARDS.....	Philadelphia, Pa.
A. FOSTER	Philadelphia, Pa.
C. E. HENDERSON	Philadelphia, Pa.
A. R. ATKINS	Philadelphia, Pa.
JOHN LANG.....	Corning, N. Y.
GEORGE J. MAGEE	Corning, N. Y.
JOHN MAGEE	Corning, N. Y.
DANIEL BEACH	Corning, N. Y.

Title of company, The Central Dock and Terminal Railway Company.
General offices at Grand Central depot, New York city.
Date of close of fiscal year. June 30.
Date of stockholders' annual meeting, first Wednesday in May.
For information concerning this report, address A. G. Leonard, Secretary and Treasurer,
Room 15, Grand Central depot, New York city.

CENTRAL NEW ENGLAND AND WESTERN.

(Date of consolidation, July 22, 1889.)

Central New England and Western Railroad Company was formed July 22, 1889, by the consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, both of which were organized under the General Railroad Laws of the State of New York, with lines connected by means of the Poughkeepsie bridge across the Hudson river, between Poughkeepsie, in Dutchess county, and Lloyd, in Ulster county, the line of the Hudson Connecting Railroad Company extending from a point on the line of said bridge, in the town of Lloyd, southwesterly to Campbell Hall, in Orange county, twenty-six miles, and that of the Poughkeepsie and Connecticut Railroad Company extending from a point on the line of said bridge, in Poughkeepsie, northwesterly to Silvernails, in Columbia county, twenty-seven miles. The Central New England and Western Railroad Company is the lessee under a lease for one year from August 30, 1889, and under a lease for fifty years from August 30, 1890, of the Hartford and Connecticut Western Railroad Company, whose line extends from Hartford, Connecticut, in a westerly direction to Rhinebeck, in the State of New York, a distance of 109.75 miles. This lease was executed in accordance with Laws of New York and Connecticut.
That portion of the line of the Central New England and Western Railroad Company, formerly that of the Hudson Connecting Railroad Company was completed May 22, 1889, and that portion formerly the Poughkeepsie and Connecticut Railroad Company, was completed July 29, 1889.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
A thorized by law or charter, issued on account of construction and now outstanding.....	16,000	\$1,600,000

Number of stockholders..... 17

FUNDED DEBT.

DESIGNATION OF DEBT	DATE	TERM		INTEREST	AMOUNT AUTHORIZED	AMOUNT OUTSTANDING
		1	2	3		
Mortgage Bonds	Mar. 1, 1881	10	4	Mar. 1, 1891	\$ 100,000	\$145,000
Mortgage Bonds	Mar. 1, 1881	10	4	Mar. 1, 1891		200,000
Total					\$ 100,000	\$ 345,000

Cost of Road and Equipment.

	AMOUNT PAID FOR COST OF ROAD AND EQUIPMENT	TOTAL COST PAID FOR COST OF ROAD AND EQUIPMENT
Grade, etc.		\$ 2,276
Bridges	\$ 24,000	15,000 39
Structures, etc.		1,000 38
Land		1,000 38
Excavation		1,000 38
Freight	\$ 1,000	1,000 38
Interest		1,000 38
Insurance		1,000 38
Building		1,000 38
Salaries		1,000 38
Total	\$ 24,000	\$ 34,000 38

Low	\$ 1,000	\$ 1,000 78
Pass		1,000 78
Maintenance		1,000 78
Interest		1,000 78
Total	\$ 1,000	\$ 1,000 78
Grand Total	\$ 24,000	\$ 34,000 38

Income Account for Year Ending Dec. 31, 1892

Gross Receipts	\$ 2,000,000 00
Less: Operating Expenses	2,000,000 00
Net Income	\$ 0 00 00
Interest	\$ 1,000 00
Operating Expenses	\$ 1,000 00
Total	\$ 2,000 00
Receipts	\$ 1,000 00
Taxes	\$ 1,000 00
Interest	\$ 1,000 00
Total	\$ 3,000 00

Income and Expense Account

Income	\$ 3,000 00
Expense	\$ 3,000 00
Total	\$ 0 00 00

The above account is a statement of the income and expense of the railroad for the year ending Dec. 31, 1892.

DETAILED STATEMENT OF RENTALS.

Hartford and Connecticut Western Railroad:

Interest on bonds	\$85,000 00	
Two per cent on stock owned outside of company	25,807 04	
Newburgh, Dutchess and Connecticut		\$80,807 04
		1,000 00
Total amount of rentals deducted from income		\$81,807 04

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$258,917 80		
Freight, local	199,453 06		
		\$458,350 26	\$458,350 26
Passengers, through	\$48,182 24		
Passengers, local	118,749 08		
	\$166,931 27		166,931 27
Mall	8,964 52		8,964 52
Express	23,363 90		23,363 90
Miscellaneous as follows, viz.:			
Rents	\$7,340 49		
Miscellaneous	1,407 59		
	4,007 85	4,680 28	8,748 08
Total gross earnings	\$808,327 54	\$463,030 49	\$1,271,358 03

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$27,607 08	\$51,782 22	\$79,389 30
Repairs of bridges (including culverts and cattle-guards)	3,421 50	3,986 66	7,408 16
Repairs of stations, shops, docks, etc.	2,863 09	3,295 06	6,158 15
Repairs of fences	606 48	696 58	1,303 06
Total	\$34,497 15	\$59,760 42	\$94,257 57

Maintenance of equipment:

Repairs of locomotives	\$18,998 35	\$21,858 32	\$40,856 67
Repairs of cars	10,846 15	29,780 98	40,627 13
Total	\$29,844 50	\$51,639 30	\$81,483 80

Conducting transportation:

Wages of conductors and men	\$15,445 70	\$56,368 77	\$71,814 47
Wages of engineers and firemen	26,095 54	31,059 39	57,154 93
Fuel for locomotives	50,598 27	58,216 37	108,814 64
Oil and waste	3,089 65	3,554 75	6,644 40
Water supply	2,095 62	2,411 31	4,507 13
Other train supplies or expenses	844 79	1,272 68	2,117 47
Wages of station agents, clerks, and wages for labor at stations	27,122 69	31,205 68	58,328 37
Station supplies	1,454 44	1,673 38	3,127 82
Wages of watchmen, flagmen and switchmen ..	1,125 90	1,258 65	2,384 55
Other expenses for conducting transportation ..		2,872 18	2,872 18
Total	\$128,276 80	\$189,833 31	\$318,110 11

General expenses:

Salaries of general officers and clerks	\$16,133 83	\$18,562 40	\$34,696 23
Stationery and printing	4,113 07	4,732 25	8,845 32
Outside agencies and advertising	1,130 12	1,300 24	2,430 36
Legal expenses	3,098 82	3,563 80	6,662 62
Loss and damage of freight and baggage		1,196 27	1,196 27
Damage to cattle and property		462 52	462 52
Injuries to persons	5,064 72	5,815 65	10,880 37
Telegraph maintenance and operation	5,400 45	6,213 42	11,613 87
Usage of cars of other companies (debit balance)	4,283 90	27,988 56	32,272 46
Other general expenses	7,640 67	9,107 01	16,747 68
Total	\$47,055 67	\$78,803 42	\$125,859 09

Grand total operating expenses

\$239,874 96 \$360,007 60 \$600,082 56

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road.....		\$3,616,621 94
Cost of equipment		319,936 59
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....	\$900,000 00	
Real estate	87,679 24	
Betterments H. and C. W. R. R.	279,231 57	
		1,206,910 81
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$51,403 87	
Bills receivable.....	22,697 99	
Due by agents.	32,368 44	
Open accounts.....	485,683 70	
Materials and supplies.....	91,475 07	
		683,579 07
Profit and loss (deficiency).....		6,511 54
		<u>\$5,893,559 25</u>

LIABILITIES.

Capital stock		\$1,600,000 00
Funded debt.....		3,950,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay rolls	\$103,670 73	
Open accounts.....	88,888 52	
Loans and bills payable.	26,000 00	
Receiver's certificates.....	125,000 00	
		343,559 25
		<u>\$5,893,559 25</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	47,648	366,179	413,827
Number of passengers carried one mile.....	2,382,712	5,859,329	8,242,041
Number of tons of freight carried	341,420	313,971	655,391
Number of tons of freight carried one mile.....	36,158,107	19,381,513	55,539,620
Passenger train mileage .....	.....	.....	381,389
Freight train mileage .....	.....	.....	438,893
All other train mileage.....	.....	.....	216,361
Total train mileage.....	.....	.....	1,036,643

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$203,327 54	\$239,674 96	\$36,347 42
Average p-r passenger carried.....	49	58	09
Average per passenger per mile	024	029	005
Average per passenger train per mile	50	63	13
			Profit.
Freight earnings and expenses (including miscellaneous earnings)	463,030 49	360,007 60	103,022 89
Average per ton of freight carried.....	706	549	157
Average per ton of freight per mile.....	008	006	002
Average per freight train per mile.....	1 055	820	235

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.026	Cents. 2.022	Cents. 2.025
Average rate received per mile per ton for carrying freight, all classes.....	.716	1.027	.836

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Campbell Hall to Silvernails, single track	58.04	43.75	111.00	98.79	164.04
Sidings and turnouts on main line	18.08	6.85	22.00	19.93	35.08
Grand total of tracks, sidings and turnouts.....	66.12	50.60	133.00	118.72	199.12
Laid with steel rail, main line.....	58.04	31.96	97.96	85.00	151.00
Laid with iron rail, main line .....	.....	11.79	.....	11.79	11.79

Average life of rails—Steel, 20 years, iron, 14 years; average life of ties, 7 years; weight of rails per yard—Steel, maximum, 85 lbs.; minimum, 70 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	22	Feet. 1,778
Wooden bridges.....	9	106
Wooden trestles.....	9	6,151
Total	40	8,030

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in pounds.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	9	.....	9	192,000	13	.....
Locomotives, 6 drivers	5	1	6	177,000	2	.....
Locomotives, 4 drivers	4	16	20	170,000	18	.....
Total	18	17	35	.....	33	.....
First-class passenger cars.....	6	14	20	.....	20	20
Baggage, mail and express cars.....	4	5	9	.....	9	9
Total	10	19	29	.....	29	29
Box freight cars.....	30	135	165	.....	.....	59
Stock freight cars.....	.....	4	4	.....	.....	.....
Coal freight cars	19	284	303	.....	.....	81
Flat freight cars	9	26	35	.....	.....	.....
Boose, 4-wheel cars	2	.....	2	.....	.....	.....
Boose, 8-wheel cars	2	13	15	.....	.....	.....
Service cars	3	4	7	.....	.....	.....
Total	65	466	531	.....	.....	140

Passenger cars are equipped with Westinghouse automatic air-brake and Miller coupler. No air brake on freight cars; Perry and ordinary couplers.
Standard 18-foot split switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs .....	.....	6.25
Railroads crossing road at grade	1	5
Railroads crossing road, over or under grade.....	8	3
Highway crossings without protection	93	161
Highway crossings at grade protected by gates or flagmen	1	5
Highway crossings over or under grade.....	11	33
Over head obstructions less than twenty feet above track	1	2

Passenger cars are heated by Martin system, steam from locomotive, lighted by lamps and ventilated by deck windows.

Adams Express Company operates over line of road at forty per cent of receipts.

Pullman's sleeping and parlor cars run over the line. The charge is about one-third of a cent per mile for berths or seats. The railroad company makes no additional charge. Pullman's Palace Car Company received during year for mileage of its cars, \$2,708.28.

Compensation for carrying the mails is fixed by the government, based on service and weight of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	23,819	3.56
Grain.....	86,659	5.54
Meats and provisions	4,150	.60
Live stock.....	1,819	.28
Lumber	38,470	5.86
Pig and bar iron and steel	48,565	7.38
Iron or other ores.....	53,885	8.21
Coal and coke.....	265,162	40.73
Petroleum and other oils.....	2,411	.36
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	378	.05
All other manufactures.....	52,589	7.97
All other merchandise	40,413	6.15
All other agricultural products.....	33,116	5.03
All other articles not included above	54,455	8.28
Total	655,891	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	6	3	9

EMPLOYEES.

Average number of persons employed (including officials) during year..... 751
 Aggregate amount of salaries and wages paid them during year \$410,006 87

Officers of the Company.

Name.	Title.	Official Address.
A. A. McLEOD	President and General Manager.....	Philadelphia, Pa.
W. R. TAYLOR	Secretary.....	Philadelphia, Pa.
W. A. CHURCH	Treasurer	Philadelphia, Pa.
J. D. CAMPBELL	General Solicitor	Philadelphia, Pa.
D. JONES.....	Comptroller	Philadelphia, Pa.
J. H. SWEIGARD	Assistant General Manager	Philadelphia, Pa.
I. W. FOWLER	Superintendent.....	Hartford, Conn.
E. R. ADAMS	Superintendent of Telegraph	Reading, Pa.
JOHN TAYLOR	General Traffic Manager	Philadelphia, Pa.
B. H. BAIL	General Freight Agent.....	Philadelphia, Pa.
C. G. HANCOCK.....	General Passenger Agent	Philadelphia, Pa.
JOHN H. JONES.....	Coal Freight Agent.....	Philadelphia, Pa.
O. W. STAGER.....	Transportation Master	Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
JAMES ARMSTRONG	New York city.
A. R. ATKINS	Buffalo, N. Y.
A. A. MCLEOD	Philadelphia, Pa.
JOHN H. TAYLOR	Bayside, L. I.
W. W. JENES	New York city.
MAURICE A. VILLE	New York city.
CARLTON S. GIBSON	Nyack, N. Y.
PURSON BROWN	New York city.
ARTHUR BROCK	Philadelphia, Pa.
J. W. BROCK	Philadelphia, Pa.
C. TOWER, JR.	Philadelphia, Pa.
J. F. SIMONS	Philadelphia, Pa.
W. W. GIBBS	Philadelphia, Pa.

Title of company, Central New England and Western Railroad Company.

General offices at 227 South Fourth street, Philadelphia, Pa.

Date of close of fiscal year, August 31.

Date of stockholders' annual meeting, first Wednesday in February.

For information concerning this report, address D. Jones, Comptroller.

CHATEAUGAY (Railway).

LEASOR.

LESSEE — CHATEAUGAY RAILROAD.

(Date of charter, July 12, 1867.)

This company was formed under the Laws of the State of New York, act of the Legislature, passed April 2, 1850, with amendments thereto.

The line was completed December 5, 1866, and was leased on completion to the Chateaugay Railroad Company, who now operate it.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash, issued on account of construction and now outstanding	1,000	\$100,000

Number of stockholders 1

FUNDED DEBT.

SIGNATURE OF LEASOR.	Date	Term, years	INTEREST		Amount author- ized.	Amount outstand- ing	Cash realized on amount outstand- ing.
			Rate	When payable			
First mortgage bond	Aug. 1, 1867	20	6	Aug and Feb.	\$200,000 00	\$200,000 00	\$200,000 00

Cost of Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$182,948 00
Superstructure (including ties)		47,020 00
Rails		111,650 00
Passenger and freight stations.....		11,200 00
Engine and car houses		2,200 00
Fuel and water stations		950 00
Engineering expenses.....		12,732 00
Total cost of road		\$368,000 00

Income Account for Year Ending June 30, 1892.

<i>Gross income from all sources, as follows, viz.:</i>	
Rental from lessee.....	\$12,000 00
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$12,000 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$368,000 00
LIABILITIES.	
Capital stock	\$168,000 00
Funded debt.....	200,000 00
	\$368,000 00

Officers of the Company.

Name.	Title.	Official Address.
SMITH M. WEED.....	President.....	Plattsburgh, N. Y.
M. L. FRENCH	Vice-President	Plattsburgh, N. Y.
A. L. INMAN	General Manager, Sec'y and Treas....	Plattsburgh, N. Y.

Directors of the Company.

Name.	Residence.
SMITH M. WEED.....	Plattsburgh, N. Y.
ANDREW WILLIAMS	Plattsburgh, N. Y.
ROBERT M. OLYPHANT	New York city.
JAMES A. BURDEN.....	Troy, N. Y.
A. L. INMAN	Plattsburgh, N. Y.
EDWARD HALL.....	Lyon Mountain, N. Y.
MILLARD F. PARKHURST.....	Plattsburgh, N. Y.
MILTON L. FRENCH	Plattsburgh, N. Y.
ROSWELL A. WEED	Plattsburgh, N. Y.
HENRY DAVIS.....	Plattsburgh, N. Y.

Title of company, Chateaugay Railway Company.
General offices at Plattsburgh, N. Y.
Date of close of fiscal year, December 31.
For information concerning this report, address M. L. French, Superintendent.

CHATEAUGAY (Railroad).

(Date of charter, May 30, 1879.)

Completed to present terminus, March 30, 1890.
The line from Plattsburgh to Dannemora was built by the State of New York and leased to this company. This company also leases and operates the line of the Chateaugay Railway Company, extending from Lyon Mountain to Saranac Lake, a distance of 38.89 miles.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash, and total now outstanding.....	750	\$75,000 00	\$75,000 00

Number of stockholders.....

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....		\$61,069 87
Bridges		16,028 31
Superstructure (including ties).....		120,018 89
Land damages.....		5,085 34
Passenger and freight stations		9,714 18
Engine and car houses		6,652 07
Engineering expenses		7,025 30
Total cost of road.....		\$261,583 96
EQUIPMENT.		
Locomotives		\$61,191 67
Passenger cars.....		28,983 00
Mail, baggage and express cars.....		2,660 22
Freight and other cars.....	\$7,654 80	114,018 47
Total cost of equipment	\$7,654 80	\$202,009 36
Grand total cost of road and equipment	\$7,654 80	\$463,593 32

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Transfer apparatus, consisting of thirty sets of transfer trucks, etc.....	\$6,108 81
Twelve side dump cars	1,938 99
One caboose car	812 50
	<u>\$8,854 80</u>

CONTRA.

Two gondola cars and one coal car destroyed by fire	700 00
Net addition to equipment	<u>\$7,654 80</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$249,636 27
Less operating expenses (excluding all taxes).....	148,081 84
Gross income from all sources	<u>\$101,554 93</u>

Deductions from income, as follows, viz.:

Rentals	\$12,001 00
Taxes on property used in operation of road.....	2,527 87
Taxes on earnings and capital stock	119 50
Taxes other than above	550 19
	<u>15,251 56</u>
Surplus for year ending June 30, 1892	<u>\$86,303 37</u>

General Income Account.

Surplus for year ending June 30, 1892	\$86,303 37
Surplus up to June 30, 1891.....	548,555 15
Total surplus June 30, 1892	<u>\$634,848 52</u>

DETAILED STATEMENT OF RENTALS.

Chateaugay Railway Company's line, from Lyon Mountain to Saranac Lake, being interest on \$200,000 in bonds of that company's issue	\$12,000 00
Albany and Dannemora railroad, so called, leased from State, consideration being free transportation of supplies to Clinton prison, and annual rental of..	1 00
Total amount of rentals deducted from income	<u>\$12,001 00</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passengers.	Freight.	Total.
Freight, all local .....	.....	\$156,428 75	\$156,428 75
Passengers, all local	\$77,554 84	.....	77,554 84
Mall	5,043 12	.....	5,043 12
Express	5,811 47	.....	5,811 47
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	\$683 64		
Parlor cars	4,115 45		
	4,798 09	.....	4,798 09
Total gross earnings	\$98,207 52	\$156,428 75	\$249,636 27

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$2,309 60	\$6,082 84	\$8,392 44
Repairs of roadbed	6,806 48	17,926 24	24,732 67
Repairs of bridges (including culverts and cattle guards)	559 58	1,473 64	2,033 17
Repairs of stations, shops, docks, etc	158 02	403 00	561 02
Repairs of fences	328 75	865 82	1,194 57
Other expenses for maintenance of way and structures	76 14	200 54	276 68
Total	\$10,238 47	\$26,952 08	\$37,190 55

Maintenance of equipment :

Repairs of locomotives	\$3,521 67	\$9,275 10	\$12,796 77
Repairs of cars	4,411 81	11,618 16	16,029 97
Repairs of machinery and tools	46 46	122 85	169 31
Other expenses for maintenance of equipment ..	28 04	73 85	101 89
Total	\$8,007 48	\$21,086 46	\$29,093 94

Conducting transportation :

Wages of conductors and men	\$4,028 28	\$10,609 39	\$14,637 67
Wages of engineers and firemen	2,949 73	7,769 14	10,718 87
Fuel for locomotives	7,835 01	20,635 28	28,470 29
Oil and waste	561 19	1,478 03	2,039 22
Water supply	67 62	178 10	245 72
Other train supplies or expenses	175 64	462 60	638 24
Wages of station agents and clerks	2,044 36	5,384 27	7,428 63
Wages for labor at stations	971 21	2,557 88	3,529 09
Station supplies	123 15	324 34	447 49
Wages of watchmen, flagmen and switchmen ..	983 14	2,457 68	3,440 82
Other expenses for conducting transportation ..	116 61	307 19	423 80
Total	\$19,805 94	\$52,163 71	\$71,969 65

General expenses :

Salaries of general officers and clerks	\$1,365 44	\$3,596 19	\$4,961 63
General office expenses and supplies	100 60	264 94	365 54
Stationery and printing	209 99	553 06	763 05
Outside agencies and advertising	256 82	676 41	933 23
Insurance	586 15	1,543 74	2,129 89
Loss and damage of freight and baggage	49 22	129 64	178 86
Other general expenses	186 77	360 23	547 00
Total	\$2,704 99	\$7,124 21	\$9,829 20
Grand total operating expenses	\$40,751 88	\$107,320 46	\$148,081 34

CHATEAUGAY.

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General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$251,535 96
Cost of equipment.....	202,002 36
Current assets as follows, viz.:	
Due by agents.....	4,929 82
Open accounts (balance).....	221,537 06
Materials and supplies	29,845 09
Sundries (traffic balances)	496 69
	<u>\$709,848 52</u>

LIABILITIES.

Capital stock	\$75,000 00
Profit and loss (surplus)	634,848 52
	<u>\$709,848 52</u>

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried	48,138
Number of passengers carried one mile.....	1,844,181
Number of tons of freight carried.....	265,936
Number of tons of freight carried one mile	6,852,422
Passenger train mileage.....	70,894
Freight train mileage.....	186,696
All other train mileage.....	2,675
Total train mileage.....	<u>260,265</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$98,207 52	\$40,751 88	\$52,455 64
Average per passenger carried.....	1 98	84	1 09
Average per passenger per mile	05	022	028
Average per passenger train per mile.....	1 31	57	74
Freight earnings and expenses (including miscellaneous earnings)	156,428 75	107,329 46	49,099 29
Average per ton of freight carried.....	61	42	19
Average per ton of freight per mile.....	024	017	007
Average per freight train per mile.....	838	575	263

ITEM.

All local.

Computed on earnings from carrying passengers and freight only.

Cents.

Average rate received per mile for carrying passengers, all classes.....	4.2
Average rate received per mile per ton for carrying freight, all classes.....	2.4

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
in line from Dannemora to Lyon Mountain, single track	18.01	.....	72.82
ings and turnouts on main line	9.71	1.24	10.95
Grand total of tracks, sidings and turnouts	27.72	55.05	83.77

verage life of ties, 5 years; weight of rails per yard—steel, 46 pounds; gauge of track, 4 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Plattsburg and Dannemora....	Plattsburg	Dannemora ..	15.98	15.98	Leased	15.98
Chateaugay Railway.....	Lyon Mountain..	Saranac Lake.	88.89	88.89	Leased	88.89

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	9	Feet. 186
Wooden trestles.....	18	4,178½
Total	18	4,364½

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	4	....	4	\$8,000	65,000	25	4	....
Locomotives, 4 drivers.....	3	2	5	5,000	65,000 85,000	....	4	....
Total.....	7	2	11	....	....	....	10	....
First-class passenger cars, including two parlor cars.....	5	3	8	....	....	....	8	8
Second-class passenger cars.....	2	....	2	....	....	....	2	2
Baggage, mail and express cars.....	3	....	3	....	....	....	3	3
Total.....	10	3	13	....	....	....	13	13
Box freight cars.....	38	6	44	....	....	....	....	30
Ore freight cars.....	344	....	344	....	....	....	....	....
Coal freight cars.....	17	....	17	....	....	....	....	....
Flat freight cars.....	111	9	120	....	....	....	....	46
Caboose 4-wheel cars.....	3	....	3	....	....	....	....	....
Snow-plow.....	1	....	1	....	....	....	....	....
Service.....	78	....	78	....	....	....	....	....
Total.....	492	15	507	....	....	....	....	69

Miller coupler and Eames brake used on passenger cars and Smith coupler on freight cars.
Cast iron split and stub switches are used.

Miscellaneous Statistics.

	Iron.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	93.89
Highway crossings at grade without protection	24
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track	1

Passenger cars are heated by heaters and stoves, lighted by kerosene oil lamps and ventilated by trunk lights.

The National Express Company runs over line at fixed schedule rates.

The company runs parlor cars of its own at an additional charge of about one cent per mile.

The United States government pays for transportation of mails a fixed sum per annum based on weight.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,839	.52
Grain	2,099	.83
Meats and provisions.....	2,792	1.09
Live stock.....	180	.05
Lumber	25,742	10.05
Pig and bar iron and steel.....	9,924	3.87
Iron or other ores.....	156,420	61.11
Coal and coke.....	24,201	9.49
Petroleum and other oils.....	837	.37
All other manufactures.....	14,141	5.52
All other merchandise	87	.04
All other agricultural products....	2,410	1.21
All other articles not included above	15,804	5.86
Total	255,925	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	4	.....	4
Others, not passengers .....	.....	3	3
Total	4	3	7

EMPLOYEES.

Average number of persons employed (including officials) during year..... 186
 Aggregate amount of salaries and wages paid them during year..... \$76,274 07

Officers of the Company.

Name.	Title.	Official Address.
SMITH M. WEED.....	President	Plattsburgh, N. Y.
A. L. INMAN.....	General Manager and Treasurer.	Plattsburgh, N. Y.
M. L. FRENCH	Superintendent	Plattsburgh, N. Y.

Directors of the Company.

Name.	Residence.
SMITH M. WEED.....	Plattsburgh, N. Y.
A. L. INMAN	Plattsburgh, N. Y.
F. J. DOMINICK	New York city.

Title of company, Chateaugay Railroad Company.

General offices at Plattsburgh, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, May.

For information concerning this report, address M. L. French, Superintendent.

CHAUTAUQUA LAKE

RECEIVER'S REPORT.

Date of consolidation September 27 1886

Capital Stock and Funded Debt

CAPITAL STOCK

See statement of the Chautauqua Lake Railway Company in Report of 1889

* FUNDED DEBT

DESIGNATION OF LIEN	Date	Term, years	COMMON		Amount authorized	Amount outstanding	Cash realized on amount outstanding
			Rate	When payable			
Receiver's certificates	Oct 14 1890	10	6	Jan and July	\$25,000	\$33,000	\$33,000
	Apr 22 1891	6	6	Jan and July	8,500	8,500	8,500
	Jan 25 1892	6	6	Jan and July	2,000	1,000	10,000
Total					\$35,500	\$51,500	\$51,500

Expenditures on Road and Equipment Made by the Receiver

Item	Amount	Total expenditures for road and equipment, made by receiver up to June 30 1882
Grading, masonry, caissons, bridges, and structure, including:		
Less:	\$ 1,830 71	\$14,10 74
Land		2,932 00
Passenger and freight stations, freight cars, and stock	11	817 78
Buildings and various extensions	48 68	469 74
Total expenditures by receiver for structure	\$ 1,790 00	\$17,660 26
Operating expenses		
Locomotive, passenger, and freight, express, freight and other cars	\$4,11 82	\$30,396 32
Total expenditures on operating expenses for road and equipment	\$ 4,11 82	\$34,508 58

NEW WORK DONE BY THE RECEIVER IN THE YEAR

New work on road	\$2,12 74	\$4,171 88
New work on bridges	108 06	
New work on other structures	90 18	
Accumulated depreciation on structure	\$64 00	
Raising grade, the bridge, and other at Chautauqua and		
dredging	1,764 82	
New switch, and other	115 22	
New water tank, and other	32 45	
Additional work on track, and other	35 77	
Additional work on bridge	25 65	
Improvement on freight yard, and other at Stock Street		
Interest on	151 24	
New freight car, and other	174 87	
New freight car, and other at Chautauqua	114 44	
Depot at Waukegan	45 76	

* See also statement of company in Report of 1889

CHAUTAUQUA LAKE.

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Depot at Starrs.....	\$20 46	
Account depot at Greenhurst.....	4 90	
New water crane, Jamestown.....	104 78	
Permanent improvement on Chautauqua branch, viz., by changing of rail, by extending switches and filling and grading yard at Chautauqua station.....	528 83	
Expenditure account of new ties.....	9,266 26	
		\$12,549 30
		\$16,721 18

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$48,127 56
Less operating expenses (excluding all taxes).....	41,576 78

Net earnings from operation \$6,550 83

Income from other sources as follows, viz.:

Sale of old iron and iron rails.....	421 89
--------------------------------------	--------

Gross income from all sources \$6,972 72

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$2,663 64
Rentals	1,226 66
Taxes	2,044 41
Other deductions	247 47
	6,202 18

Surplus for year ending June 30, 1892..... \$770 54

General Income Account.

Surplus for year ending June 30, 1892.....	\$770 54
Deficit up to June 30, 1891.....	6,154 78

Total deficit June 30, 1892..... \$5,384 19

DETAILED STATEMENT OF RENTALS.

For rental of right of way not yet purchased.....	\$50 00
For rental of depot at Jamestown.....	250 00
For rental of one locomotive during August, September, December, February, March, April and May	926 66
Total amount of rentals deducted from income.....	\$1,226 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, through	\$18,886 46		
Freight, local.....	8,361 02		
		\$22,197 48	\$22,197 48
Passengers, through.....	\$6,065 93		
Passengers, local	16,928 99		
	\$23,024 92		23,024 92
Mail	1,196 70		1,196 70
Express	1,235 69		1,235 69
Miscellaneous, as follows, viz.:			
Demurrage and car service charges.....		472 77	472 77
Total gross earnings.....	\$25,457 31	\$22,670 25	\$48,127 56

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed.....	\$2,819 69	\$2,458 64	\$5,278 33
Repairs of bridges (including culverts and cattle guards).....	110 77	96 59	207 36
Repairs of stations, shops, docks, etc	86 25	75 21	161 46
Repairs of fences.....	30 98	27 02	58 00
Other expenses for maintenance of way and structures	21 21	18 49	39 70
Total	\$3,068 90	\$2,675 95	\$5,744 85

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$1,273 25	\$1,110 23	\$2,383 48
Repairs of cars.....	400 18	348 95	749 13
Repairs of machinery and tools.....	11 94	10 41	22 35
Total	\$1,685 37	\$1,469 59	\$3,154 96
<i>Conducting transportation :</i>			
Wages of conductors and men	\$2,711 62	\$2,364 41	\$5,076 03
Wages of engineers and firemen.....	2,512 22	2,190 56	4,702 78
Fuel for locomotives	2,910 00	2,537 89	5,447 89
Oil and waste.....	75 34	65 70	141 04
Water supply.....	193 42	168 66	362 08
Other train supplies or expenses	137 02	117 60	254 62
Wages of station agents and clerks, and for la' or a' stations.....	1,421 72	5,277 19	6,698 91
Station supplies	117 25	102 24	219 49
Wages of watchmen, flagmen and switchmen..	540 13	470 98	1,011 11
Other expenses for conducting transportation..	175 89	284 38	460 27
Total	\$10,794 11	\$13,578 81	\$24,372 92
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$1,460 77	\$1,273 74	\$2,734 51
General office expenses and supplies.....	80 20	69 94	150 14
Stationery and printing.....	545 82	475 98	1,021 80
Outside agencies and advertising.....	1,628 19	.....	1,628 19
Loss and damage of freight and baggage.....	.....	8 12	8 12
Telegraph maintenance and operation.....	869 85	753 48	1,623 33
Mileage of cars of other companies (debit bal- ance) .....	.....	954 62	954 62
Other general expenses	95 21	83 02	178 23
Total	\$4,680 10	\$3,628 90	\$8,304 00
Grand total operating expenses.....	\$20,228 48	\$21,348 25	\$41,576 73

Receiver's General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$17,680 26
Cost of equipment		30,396 22
<i>Current assets, as follows, viz. :</i>		
Cash on hand	\$2,903 62	
Due by agents	4,210 12	
Open accounts.....	5,707 62	
Materials and supplies.....	2,021 38	
Disbursements on account Chautauqua Lake Railway Company over receipts from its assets.....	3,017 92	
Insurance paid not yet accrued.....	10 52	
		17,871 18
Profit and loss (deficiency).....		5,384 19
		<u>\$71,313 95</u>
LIABILITIES.		
Funded debt.....		\$51,500 00
<i>Current liabilities, as follows, viz. :</i>		
Interest on funded debt due and accrued.....	\$1,438 64	
Audited vouchers and pay-rolls.....	13,548 67	
Open accounts	4,786 64	
		19,813 95
		<u>\$71,313 95</u>

CHAUTAUQUA LAKE.

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Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried	10,901	74,088	84,989
Number of passengers carried one mile.....	195,171	226,757	1,121,928
Number of tons of freight carried	44,655	4,426	49,081
Number of tons of freight carried one mile.....	988,909	72,818	1,011,222

Passenger train mileage .....	.....	.....	61,873
Freight train mileage .....	.....	.....	26,707
All other train mileage .....	.....	.....	8,105
Total train mileage .....	.....	.....	96,184

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$25,457 31	\$20,228 48	\$5,228 83
Average per passenger carried.....	2307	2388	6518
Average per passenger per mile.....	0297	031	0046
Average per passenger train per mile	4148	2206	0622
Freight earnings and expenses (including miscellaneous earnings)	22,670 25	21,848 25	1,822 00
Average per ton of freight carried.....	4616	4349	0260
Average per ton of freight per mile.....	0234	0211	0012
Average per freight train per mile.....	7897	7438	0451

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 8	Cents. 1.82	Cents. 2.05
Average rate received per mile per ton for carrying freight, all classes	2	14.64	2.19

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.
Main line laid, single track	22.85
Sidings and turnouts on main line.....	2.25
Grand total of tracks, sidings and turnouts.....	25.10
Laid with steel rail, main line.....	22.85
Laid with steel rail, sidings.....	.49
Laid with iron rail, main line.....	1.00
Laid with iron rail, sidings	1.76

Average life of ties—4 years; weight of rails per yard—steel, 60 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	1	Fort. 107
Wooden trestles	14	1,094
Total	15	1,201

Description of Road and Equipment—(Continued).

EQUIPMENT.	Number owned	Number leased.	Total number	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers		1	1			
Locomotives, 4 drivers	3		3	\$3,000	3	
Total	3	1	4		3	
First-class passenger cars.....	2		2		2	2
Excursion cars.....	3		3		3	3
Baggage and passenger cars.....	2		2		2	2
Total	7		7		5	5
Box freight cars.....	3		3			
Flat freight cars.....	2		2			
Total	5		5			

Passenger cars equipped with Westinghouse air brake, Miller platform and coupler Two stub switches, balance split switches on line of road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Highway crossings at grade without protection.	14
Highway crossings at grade protected by gate or flagman	1

Passenger cars are heated by stoves, lighted by kerosene oil lamps and ventilated in ordinary way.

American Express Company operates over road and pays one and one-half times first-class local freight rate on regular business and first-class local freight rate on special rate business.

The company is not a member of any fast freight line, but operates in connection with the Empire Line Transit Company and Merchants' Dispatch Transportation Company on percentage arrangements. Cars loaded to points on this road are loaded back. No preference given.

One thousand two hundred dollars and eighty-four cents per annum received for transporting mail, subject to fines and deductions for cause.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	305	.00
Grain.....	1,475	2.05
Meats and provisions	297	.00
Live stock	127	.06
Lumber.....	3,430	17.28
Pig and bar iron and steel.....	552	1.13
Iron or other ore, stone, sand, etc.....	1,730	4.04
Coal and coal	13,087	26.08
Petroleum and other oils.....	50	.13
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State	4,202	8.75
All other manufactures	2,049	4.19
All other merchandise	14,968	30.48
All other agricultural products	1,322	2.71
All other articles not included above	187	.37
Total	49,091	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	59
Aggregate amount of salaries and wages paid them	\$35,225 75

CHAUTAUQUA LAKE.

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Officers of the Company.

Name.	Title.	Official Address.
W. E. Griggs.....	Receiver and Manager.....	Jamestown, N. Y.
F. S. Jones.....	Superintendent.....	Jamestown, N. Y.

Title of company, Chautauqua Lake Railway Company.

General offices at Jamestown, N. Y.

Date of close of fiscal year, June 30, 1899.

For information concerning this report, address W. E. Griggs, Receiver and Manager.

CHERRY VALLEY, SHARON AND ALBANY.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

Lease assigned to the Delaware and Hudson Canal Company.

(Date of charter, April 10, 1860.)

The Cherry Valley and Spraker's Horse Power Railroad Company was incorporated by the Legislature April 10, 1860. By act passed April 15, 1864, its name was changed to the Cherry Valley and Mohawk River Railroad Company.

By act passed May 16, 1867, this company was authorized to change the location of its line, so as to form a connection with the Albany and Susquehanna railroad.

By act passed April 10, 1869, its name was changed to the Cherry Valley, Sharon and Albany Railroad Company, and its intersection with the Albany and Susquehanna railroad was fixed at Cobleskill.

The road was opened in 1870 and leased to the Albany and Susquehanna Railroad Company, which assigned the lease to the Delaware and Hudson Canal Company, at the time it leased its own railroad.

The Cherry Valley, Sharon and Albany railroad was acquired by the Delaware and Hudson Canal Company in 1876.

Its operation, earnings and expenses are included in the lessee's report of the Albany and Susquehanna railroad.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	10,000	\$500,000
Total now outstanding.....	5,782	289,100

Number of stockholders..... 9

FUNDED DEBT.

Designation of Lien.	Date	Term years	INTEREST		Amount authorized	Amount outstanding.
			Rate	When payable		
First mortgage.....	June 15, 1865	30	7%	June 5, Dec 1 st	\$300,000	\$300,000

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road.

Total cost of road up to June 30, 1892 \$589,100 00

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Lease of the road..... \$11,573 87

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued 21,000 00

Deficit for year ending June 30, 1892 \$9,426 63

General Income Account.

Deficit for year ending June 30, 1892 \$9,426 63

Deficit up to June 30, 1891..... 84,184 99

Total deficit June 30, 1892 \$93,611 62

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$589,100 00

Profit and loss (deficiency)..... 93,559 62

\$682,659 62

LIABILITIES.

Capital stock \$289,100 00

Funded debt..... 300,000 00

Current liabilities, as follows, viz.:

Delaware and Hudson Canal Company..... 93,559 62

\$682,659 62

*Officers of the Company.

Name.	Title.	Official Address.
JAMES C. HARTT.....	Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
JAMES YOUNG	Cherry Valley, N. Y.
RODMAN G. MOULTON.....	Brooklyn, N. Y.
JAMES C. HARTT.....	Montreal, Canada.

Title of company, Cherry Valley, Sharon and Albany Railroad company.
General offices at New York city.
Date of close of fiscal year June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report address S. T. S. Henry, Auditor, New York city.

CLOVE BRANCH.

(Date of charter, November 21, 1868.)

Articles of association of the Clove Branch Railroad Company were filed in the office of the Secretary of State, at Albany, N. Y., on the 21st day of November, 1868, under an "Act to authorize the formation of railroad companies and to regulate the same," passed April 2, 1850, and amendments thereto.

The company was organized soon after and work commenced in 1869; the line completed and put in operation in 1870, and since then has been operated as shown by its annual reports.

*The offices of president and secretary are vacant.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	8,000	\$160,000	\$160,000
Number of stockholders.....			27

Cost of Road and Equipment.

Total cost of road to June 30, 1892.....	\$160,000 00
Total cost of equipment to June 30, 1892.....	29,105 16
Grand total cost of road and equipment.....	\$189,105 16

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$9,490 18
Less operating expenses (excluding all taxes).....	9,490 00
Net earnings from operation.....	\$0 18
Income from other sources, as follows, viz.:	
Rent of tenement house.....	104 00
Gross income from all sources.....	\$104 18
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$805 25
Taxes on earnings and capital stock.....	71 10
	876 35
Deficit for year ending June 30, 1892.....	\$272 16

General Income Account.

Deficit for year ending June 30, 1892.....	\$272 16
Surplus up to June 30, 1891.....	42,867 16
Total surplus June 30, 1892.....	\$42,015 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$8,055 45	\$8,055 45
Passengers, local.....	\$148 87		148 87
Mail.....	28 52		28 52
Miscellaneous, as follows, viz.:			
Car service.....		1,266 54	1,266 54
Total gross earnings.....	\$167 19	\$9,322 99	\$9,490 18

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed.....	\$206 10	\$1,825 86	\$1,931 96
Repairs of bridges (including culverts and cattle sheds).....	77 41	1,470 91	1,548 32
Repairs of stations, shops, docks, etc.....	2 07	30 40	41 47
Repairs of fences.....	5 19	98 88	103 81
Total.....	\$180 77	\$2,425 79	\$2,615 56

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$1 02	\$20 41	\$21 43
Repairs of cars.....	35 00	665 08	700 08
Other expenses for maintenance of equipment.	14 85	272 75	287 10
Total	\$50 87	\$958 24	\$1,008 61
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$44 51	\$845 74	\$890 25
Wages of engineers and firemen.....	52 97	1,006 58	1,059 50
Fuel for locomotives	42 11	800 23	842 34
Oil and waste.....	1 77	33 71	35 48
Other train supplies or expenses	34	6 58	6 87
Wages of station agents and clerks	30 00	570 00	600 00
Station supplies.....	31	5 99	6 30
Other expenses for conducting transportation.	27	5 14	5 41
Total	\$172 28	\$3,273 87	\$3,446 15
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$62 00	\$1,178 00	\$1,240 00
Stationery and printing	1 81	24 84	26 15
Insurance	1 60	30 40	32 00
Telegraph operation.....	3 00	57 00	60 00
Other general expenses	3 07	58 45	61 52
Total	\$70 98	\$1,848 69	\$1,919 67
Grand total operating expenses.....	\$474 40	\$9,015 59	\$9,489 99

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$150,000 00
Cost of equipment	39,105 16
<i>Other permanent investments, as follows, viz.:</i>	
Real estate.....	1,223 22
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,238 61
Due by agents.....	115 52
Open accounts.....	1,181 98
	2,486 06
	<u>\$192,814 44</u>

LIABILITIES.

Capital stock	\$150,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	\$385 40
Open accounts.....	414 04
	799 44
Profit and loss (surplus)	42,015 00
	<u>\$192,814 44</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,919
Number of passengers carried one mile.....	5,979
Number of tons of freight carried	25,381
Number of tons of freight carried one mile.....	123,180
Total train mileage, mixed.....	5,129

CLOVE BRANCH.

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Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$167 19	\$474 40	\$307 21
Average per passenger carried.....	09	24	15
Average per passenger per mile	08	08	06
Average per passenger train per mile	18	37	24
Freight earnings and expenses (including miscellaneous earnings)	9,329 99	9,015 59	Profit. 307 40
Average per ton of freight carried.....	37	36	01
Average per ton of freight per mile	0757	0732	0025
Average per freight train per mile.....	2 89	2 82	07

ITEM.

All local.
Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.40
Average rate received per mile per ton for carrying freight, all classes	6.54

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles operated, all in New York State.	Total miles, all in New York State.
Main line from Clove Branch Junction to Sylvan Lake, single track....	4.25	.....	4.25
Branches or other roads laid, single track .....	.....	4.01	4.01
Total single track	4.25	4.01	8.26
Sidings and turnouts on main line.....	1.43	.....	1.43
Sidings and turnouts on branches or other roads.....	.....	.91	.91
Total sidings and turnouts	1.43	.91	2.34
Grand total of tracks, sidings and turnouts	5.68	4.92	10.60
Laid with iron rail, main line.....	4.25	.....	4.25
Laid with iron rail, branches or other roads.....	.....	4.01	4.01

Average life of rails — iron, 25 years; average life of ties, 8 years; weight of rails per yard — iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length in New York State.	Operated.	Miles of sidings.	Miles laid with iron rail.
New York, Boston and Montreal Ry. Co.....	Sylvan Lake.....	Clove Valley.....	4.01	4.01	.91	4.92

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges on N. Y., E. & M. (operated).....	1	Feet. 80
Wooden bridges— over Flatkill creek, 69 feet; highway, 39 feet.....	2	101
Wooden trestles— one trestle, 144 feet; one trestle, 84 ft. 6 in....	2	178.6
Total	5	359.6

EQUIPMENT.	Number owned	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.
Locomotive, 4 driver.....	1	\$8,000	75,000	20
Combination baggage, mail and express car.....	1	\$1,200	.....	20
Box freight cars.....	4	\$400	18,000	10
Coal freight cars.....	46	350	17,000	15
Total.....	50	....	.....	.....

Ordinary freight brake in use on cars.
Stub or open switch in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by the company, exclusive of that used in operation.....	\$1,233 22
Total assessed value of real estate and personal property of company	15,831 90

Passenger car heated by coal stove, lighted with mineral seal oil (300° fire test) and ventilated by Creamer ventilators.

Received \$42.76 per mile per year, until July 25, 1891, for transporting United States mail, when service was discontinued.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	36	.3
Grain.....	164	.7
Meats and provisions.....	8	.....
Lumber	200	.9
Pig and bar iron and steel.....	8	.....
Iron or other ores	90,051	35.9
Coal and coke	1,894	7.5
Petroleum and other oils.....	13	.1
All other manufactures	237	.1
All other merchandises.....	61	.3
All other agricultural products	630	2.5
All other articles not included above.....	36	.1
Total.....	25,361	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	11
Aggregate amount of salaries and wages paid them.....	\$6,028 10-

CLOVE BRANCH.

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Officers of the Company.

Name.	Title.	Official Address.
Jno. S. SCHULTZ	President and Treasurer	Matteawan, N. Y.
W. A. WELLS	Secretary and General Accountant	Matteawan, N. Y.
C. L. KIMBALL	Superintendent	Matteawan, N. Y.
W. H. MOORE	General Ticket Agent and Auditor of Passenger and Freight Accts.	Matteawan, N. Y.

Directors of the Company.

Name.	Residence.
Jno. S. SCHULTZ	Boonton, N. J.
Wm. B. SCHULTZ	Manchester, N. J.
Wm. B. ENO	Pine Plains, N. Y.
R. G. COSTIN	Millbrook, N. Y.
ALBERT EMANS	La Grange, N. Y.
GEO. H. BROWN	New York, N. Y.
SAMUEL L. WRIGHT	Elizabeth, N. J.
C. L. KIMBALL	Fishkill-on-Hudson, N. Y.
GEO. POTTER	Billinga, N. Y.
J. M. DAVIDSON	Fishkill Village, N. Y.
Wm. H. MOORE	Matteawan, N. Y.
KORMAN T. PLASS	Copake Iron Works, N. Y.
W. A. WELLS	Moore's Mills, N. Y.

Title of company, Clove Branch Railroad Company.

General offices at Matteawan, N. Y.

Date of close of fiscal year, June, 30.

Date of stockholders' annual meeting, January.

For information concerning this report address Jno. S. Schultze, President and Treasurer.

CONESUS LAKE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, May 10, 1862.)

The right of way, grading and ties ready for the iron was furnished by subscription and donated by citizens in the vicinity. The iron was purchased by mortgage on the road and secured by 875 shares of the capital stock held in trust as collateral. The road has only been operated during the summer season of each year.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	400	\$20,000	.....
Issued on account of construction and now outstanding	338	\$19,100	\$8,104 15

Number of stockholders..... 8

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1862.
Grading, masonry and ballast	\$1,336 08
Structure (including ties)	1,095 59
Land	7,177 50
Land	1,515 00
Land	80 00
Passenger and freight stations	495 45
Passenger machinery and tools	29 80
Land and water stations	58 82
Engineering expenses	80 00
Amount on stock charged to construction	10,995 86
Graph line	345 71
Writing	150 00
Total cost of road ..	\$20,845 39

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REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT.	
Locomotives.....	\$3,182 08
Grand total cost of road and equipment	\$27,027 88

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$23,845 26
Cost of equipment	3,182 08
Profit and loss (deficiency).	800 08
	\$27,828 96

LIABILITIES.	
Capital stock.....	\$19,100 00
Advances for betterments.....	8,728 96
	\$27,828 96

Officers of the Company.

Name.	Title.	Official Address.
LOVETTE P. WEST.....	President	Lakeville, N. Y.
A. R. McDONOUGH	Secretary	P. O. Box 839, New York city
EDWARD WHITE	Treasurer	P. O. Box 839, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING	New York city.
GEO. W. QUINTARD.....	New York city.
J. G. McCULLOUGH.....	New York city.
A. R. McDONOUGH	New York city.
E. B. THOMAS	New York city.
LOVETTE P. WEST.....	Lakeville, N. Y.
CHAS. F. BURGER.....	Lakeville, N. Y.

Title of company, Conesus Lake Railway Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Saturday in May.
For information concerning this report, address A. R. McDonough, Secretary, P. O. Box 839, New York city.

CONNECTING TERMINAL.

(Date of charter, June 7, 1881.)

Road opened in 1883.
Built for the purpose of furnishing terminal facilities at Buffalo, N. Y., for through lines of railway.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	400	\$20,000	\$20,000

Number of stockholders.....

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	May 1, 1888	20	p.c. 5	May and Nov.	\$500,000	\$500,000	\$500,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Land, land damages and fences .....	.....	\$288,284 84
Passenger and freight stations	\$15,881 76	271,818 89
Office and depot furniture.....	.....	1,748 48
Total cost of road.....	\$15,881 76	\$561,846 64

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$186,889 85
Less operating expenses (excluding all taxes).....	76,887 59
Gross income from all sources	\$110,501 76
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$25,000 00
Taxes on property used in operation of road.....	7,688 84
Taxes on earnings and capital stock	30 00
Taxes other than above	141 21
	32,860 05
Net income from all sources.....	\$77,641 71
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, six per cent on \$20,000 common stock.....	1,200 00
Surplus for year ending June 30, 1892.....	\$76,441 71

General Income Account.

Surplus for year ending June 30, 1892	\$76,441 71
Surplus up to June 30, 1891.....	177,297 95
	\$253,739 66
Depreciation year ending June 30, 1892.....	10,000 00
	\$243,739 66
Add interest on scrip.....	86 84
	\$243,776 50
Add other interest	10,778 48
Total surplus June 30, 1892	\$254,549 98

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local	\$178,681 71
Miscellaneous	8,207 64
Total gross earnings.....	\$186,889 85

OPERATING EXPENSES.

Maintenance of way and structures :	
Repairs of stations, shops, docks, etc	\$7,944 12

<i>Conducting transportation :</i>	
Wages of station agents and clerks	\$3,340 00
Wages for labor at stations.....	46,079 45
Other expenses for conducting transportation.....	4,065 49
Total	\$53,484 94
<i>General expenses :</i>	
Salaries of general officers and clerks	\$3,000 00
Stationery and printing	894 65
Loss and damage of freight and baggage	9 28
Other general expenses	11,654 60
Total	\$14,958 53
Grand total operating expenses.....	\$76,387 59

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$561,846 64
<i>Current assets as follows, viz.:</i>	
Cash on hand.....	\$4,452 11
Due by agents.....	4,160 48
Open accounts.....	208,257 87
	216,869 96
	\$778,716 60
LIABILITIES.	
Capital stock	\$20,000 00
Funded debt.....	500,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued.....	4,166 67
Profit and loss (surplus)	254,540 98
	\$778,716 60

Traffic and Mileage Statistics.

ITEM.	All local.
Number of tons of freight carried one mile.....	514,068

Description of Road and Equipment.

	Miles owned, all in N. Y. State.
Main line, single track.....	1
Laid with steel rail, main line.....	1
Weight of rails per yard — steel, maximum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and cinders.	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	108,189	19.4
Grain	387,658	72.9
All other merchandise	40,658	7.7
Total.....	531,505	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	83
Aggregate amount of salaries and wages paid them.....	\$49,419 45

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
FRANK J. FIRTH.....	President.....	Philadelphia, Pa.
EDWIN T. EVANS	Vice-President.....	Buffalo, N. Y.
A. D. HEPBURN.....	Secretary	Philadelphia, Pa.
P. R. PERKINS	Treasurer	Philadelphia, Pa.
F. HOFFMAN	Auditor	Philadelphia, Pa.
JOHN A. MILLER	Assistant Auditor.....	Philadelphia, Pa.
JOHN E. PAYNE.....	Manager	Philadelphia, Pa.
T. M. MOORE	Superintendent	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
JAMES C. EVANS	Buffalo, N. Y.
EDWIN T. EVANS	Buffalo, N. Y.
FRANK HOFFMAN	Philadelphia, Pa.
JOSEPH D. POTTS	Philadelphia, Pa.
HENRY H. HOUSTON.	Philadelphia, Pa.
GEORGE B. BONNELL	Philadelphia, Pa.
JOHN E. PAYNE	Philadelphia, Pa.
ANDREW D. HEPBURN	Philadelphia, Pa.
FRANK J. FIRTH	Philadelphia, Pa.
WM. H. BARNES	Philadelphia, Pa.
WM. M. POTTS	Wylbrooke, Pa.
WM. SHAW, JR	Pittsburg, Pa.
H. P. LINNELL	Philadelphia, Pa.

Title of company, The Connecting Terminal Railroad Company.
General offices at Philadelphia, Pa.
Date of close of fiscal year, February 29, 1893.
Date of stockholders' annual meeting, third Tuesday in May.
For information concerning this report, address A. D. Hepburn, Secretary, No. 234 South Fourth street, Philadelphia, Pa.

COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, April 30, 1888.)

The first steps to build this road were taken in April, 1888. On the 30th day of April this company was organized under the Railroad Act of this State for the purpose of building a road from the Hemlocks, in the town of Oneonta, to the town of Davenport, a distance of about one and one-half (1½) miles. On the 30th day of April, 1888, this company entered into a contract with the Cooperstown and Susquehanna Valley Railroad Company whereby it leased the C. and S. V. Co's road for ninety-nine (99) years, since which time this company has operated the said road under that and modified leases.

February 25, 1891, the West Davenport Railroad Company was organized under the General Railroad Laws of this State to construct a road from West Davenport to Davenport Center, a distance of about three (3) miles.

On the 18th day of April, 1891, the Cooperstown and Charlotte Valley Railroad Company was consolidated with the West Davenport Company, forming a new company by the name of the Cooperstown and Charlotte Valley Railroad Company, and on the 15th day of April, 1891, took a lease of the C. and S. V. R. R. Co. for the term of ninety-nine (99) years, under which the latter road is now being operated.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	450	\$45,000	.....
Issued for actual cash.....	147	14,700	\$14,700
Cash received on acct. of 3 shares not yet issued .....	.....	.....	80
Total now outstanding.....	147	.....	\$14,780

Number of stockholders..... 16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.
			Rate.	When payable.	
*B Is secured by first mortgage	Apr. 15, 1891	27	p.c. 5	May and Nov.	\$45,000

* None outstanding as yet.

Cost of Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$11,579 18
Bridges.....		1,588 90
Superstructure (including ties)		708 75
Rails.....		7,951 44
Land damages.....		2,857 78
Fences and telephone.....		588 78
Passenger and freight stations.....		305 10
Engineering expenses.....		185 00
Total cost of road.....		\$25,105 03

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....		\$46,339 82
Less operating expenses (excluding all taxes)		40,208 48
Net earnings from operation.....		\$5,931 34
Income from other sources, as follows, viz.:		
Rent.....		220 61
Gross income from all sources.....		\$6,151 95
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	\$8,844 09	
Taxes on property used in operation of road.....	1,548 98	
		10,393 07
Deficit for year ending June 30, 1892.....		\$4,100 64

General Income Account.

Deficit for year ending June 30, 1892.....	\$4,100 64
Surplus up to June 30, 1891.....	6,085 11
Total surplus June 30, 1892.....	\$1,984 47

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$27,839 84	\$27,839 84
Passengers, all local.....	\$15,976 81		15,976 81
Mail.....	1,081 80		1,081 80
Express.....	1,351 87		1,351 87
Total gross earnings.....	\$15,930 98	\$27,839 84	\$46,339 82

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed.....	\$10,008 52	\$4,494 84	\$14,497 96
Repairs of bridges (including culverts and cattle guards).....	775 12	348 95	1,123 87
Repairs of stations, shops, docks, etc.....	854 89	324 08	1,228 97
Repairs of fences.....	334 57	150 22	484 89
Total.....	\$11,968 10	\$5,378 09	\$17,345 09
Maintenance of equipment:			
Repairs of locomotives.....	\$8,582 89	\$1,600 67	\$5,194 48
Repairs of cars.....	1,258 66	565 49	1,824 15
Repairs of machinery and tools.....	90 72	40 76	131 48
Total.....	\$4,932 90	\$2,215 92	\$7,148 12
Conducting transportation:			
Wages of conductors and men.....	\$1,024 30	\$480 15	\$1,464 35
Wages of engineers and firemen.....	1,000 51	449 51	1,450 02
Fuel for locomotives.....	2,241 00	1,004 88	3,247 88
Oil and waste.....	344 02	154 58	498 58
Water supply.....	51 75	23 25	75 00
Other train supplies or expenses.....	84 71	52 55	137 26
Wages of station agents and clerks.....	2,288 85	1,028 97	3,317 82
Station supplies.....	169 68	76 21	245 89
Wages of watchmen, flagmen and switchmen.....	349 40	111 00	460 40
Total.....	\$7,448 07	\$2,853 63	\$10,301 70

Analysis of Gross Earnings and Operating Expenses -- (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
General office expenses and supplies.....	\$1,080 74	\$463 09	\$1,498 83
Stationery and printing.....	497 18	323 86	720 51
Legal expenses.....	1,822 56	631 15	2,003 71
Loss and damage of freight and baggage.....	28 68	13 87	41 50
Injuries to persons.....	30 38	13 64	44 00
Telegraph maintenance and operation.....	147 66	66 20	213 86
Mileage of cars of other companies (debit balance).....		331 43	331 43
Other general expenses.....	64 70	38 06	122 76
Total.....	\$3,501 70	\$1,750 88	\$4,561 58
Grand total operating expenses.....	\$37,563 09	\$12,704 40	\$40,267 49

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$35,106 03
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....		17,806 74
Bills receivable.....		303 43
Due by agents.....		2,423 78
Open accounts.....		245 44
		\$45,845 42
LIABILITIES.		
Capital stock.....		\$14,730 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....		39,160 26
Profit and loss (surplus).....		1,034 47
		\$45,845 42

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	41,133
Number of passengers carried one mile.....	306,871
Number of tons of freight carried ..	35,547
Number of tons of freight carried one mile.....	463,006
Passenger train mileage	30,063
Mixed train mileage	15,160
Total train mileage.....	45,113

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$18,363 26	\$27,562 09	\$9,172 11
Average per passenger carried.....	447	67	223
Average per passenger per mile	66	64	018
Freight earnings and expenses (including miscellaneous earnings)	\$27,839 84	\$12,704 40	Profit \$15,135 44
Average per ton of freight carried.....	78	36	42
Average per ton of freight per mile	66	27	38
Average per freight train per mile	1 53	83	1 00

ITEM.	All local.
<i>Computed on earnings from carrying passengers and freight only.</i>	
Average rate received per mile for carrying passengers, all classes.....	3.14
Average rate received per mile per ton for carrying freight, all classes.....	.5

Description of Road and Equipment

Track	Miles		
	owned, all in New York State	leased, all in New York State	Total miles, all in New York State
Main line authorized from Cooperstown to Baiting Point Center	5.4	19.48	24.88
Main line laid single track	2.4	19.48	21.88
Sidings and turnouts on main line	2.6	2.19	4.79
Grand total of tracks, sidings and turnouts	5.0	21.67	26.67
Laid with steel rail—main line	2.4	19.48	21.88

Average life of rails—steel about 14 years—average life of track 6 years—weight of rails per yard—steel 56 lbs—gauge of track 4 ft 8 1/2 in—ballasted with gravel

Bridges	AND OF LINE IN NEW YORK STATE	
	Number	Aggregate length
		Feet
Iron bridges	2	212
Wooden trestles	5	1825.12
Wooden trestles	3	1.43
Total	10	2,037.54

EQUIPMENT	Number owned	Max. no. authorized by law	No. equipped with patent brake	No. equipped with patent coupler
Locomotives 4 wheels	1	1	1	1
Total	1	1	1	1
First class passenger cars	1	25.00	2	2
Baggage mail and express cars	1	25.00	1	1
Total	2	50.00	3	3
Box freight cars	1	25.00	1	1
Flat freight cars	1	25.00	1	1
Porter cars	1	25.00	1	1
Service cars	1	25.00	1	1
Total	4	100.00	4	4

PAID BY THE STATE FOR THE RAILROADS IN NEW YORK STATE FOR 1890
 Paid for the year 1890—\$1,000,000. The others are the common
 two and three wheelers.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	33
Length of steel rails laid during year in repairs, miles.....	1.03
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection.....	14
Highway crossing over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by improved car stoves, lighted by improved oil lamps, and ventilated by top ventilation.

National Express Company runs over road. Pays by the 100 pounds.

No sleeping, parlor or hotel cars runs over line, except for two or three months in summer season, when Wagner Palace Car Company run over road. This company pays mileage at the rate of one cent per mile.

United States government pays for transportation of mails \$1,031.80 per year.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	1,157
Grain	3,933
Meat and provisions.....	2,250
Live stock.....	557
Lumber.....	2,717
Pig and bar iron and steel.....	75
Coal and coke	10,267
Petroleum and other oils.....	533
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	2,817
All other manufactures	423
All other merchandise.....	1,330
All other agricultural products	3,876
All other articles not included above.....	5,490
Total	35,547

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 47

Officers of the Company.

Name.	Title.	Official Address.
D. E. SIVER.....	President and Treasurer	Cooperstown, N. Y.
J. K. LEANING	Vice-President	Cooperstown, N. Y.
E. M. HARRIS.....	General Manager	Cooperstown, N. Y.
GEO. BROOKS.....	Secretary and Superintendent	Cooperstown, N. Y.
R. W. ROUNDY.....	Gen. Freight Agt. and Trainmaster.	Cooperstown Junc., N. Y.

Directors of the Company.

Name.	Residence.
DATUS E. SIVER.....	Cooperstown, N. Y.
EDWIN M. HARRIS	Cooperstown, N. Y.
JOHN K. LEANING.....	Cooperstown, N. Y.
GEORGE BROOKS	Cooperstown, N. Y.
J. FRED RENSTLE	Cooperstown, N. Y.
J. WARREN LAMB	Cooperstown, N. Y.
GEO. L. GOULD.....	Cooperstown, N. Y.
EDWIN S. BUNDY	Cooperstown, N. Y.
JAMES W. TUCKER.....	Cooperstown, N. Y.
THOS. S. BLODGETT.....	Cooperstown, N. Y.
CHAS. R. BURCH	Cooperstown, N. Y.
GEO. N. BISSELL	Wilford, N. Y.
ROBT. ORR	West Davenport, N. Y.

Title of company, Cooperstown and Charlotte Valley Railroad Company.

General offices at Cooperstown, N. Y.

Date of close of fiscal year, June 30, 1891.

Date of stockholders' annual meeting, last Tuesday in December.

For information concerning this report, address George Brooks, Secretary.

COOPERSTOWN AND SUSQUEHANNA VALLEY.

LESSOR.

LESSEE — COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, February 25, 1865.)

The first meeting to take steps for building this road was held in Cooperstown, November 10, 1863.
Organization was perfected February 22, 1865. The towns of Otsego and Middlefield took \$250,000 of the stock; balance was taken by individuals.
The road was built under "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1860.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	8,500	\$350,000	.....
Issued for actual cash.....	8,010	\$301,000	\$301,000
Issued on account of construction.....	64	6,400	6,400
Cash received on account of thirty-two shares never paid in full .....	.....	.....	1,008
Total now outstanding	8,074	\$307,400	\$308,408

Number of stockholders..... 187

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
*First mort. bds...	May 1, 1888	30	p.c. 5	May & Nov.	\$200,000	\$199,000	\$198,051 11

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$261,687 47
Bridges.....		26,772 29
Superstructure (including ties)		147,605 44
Rails.....		10,292 24
Land		4,889 08
Land damages.....		17,787 88
Fences.....		14,217 36
Passenger and freight stations.....		11,576 38
Engine, car-houses, shops, machinery and tools.....		6,058 08
Fuel and water stations.....		3,178 94
Engineering expenses.....		15,870 98
Telegraph line.....		1,202 44
Total cost of road.....		\$521,236 59

* Bonds sold at par, but on part of the sales a commission of two and one-half per cent was allowed.

EQUIPMENT.	
Locomotives	\$24,866 51
Passenger, mail, baggage and express cars	10,868 55
Freight and other cars	19,156 21
Total cost of equipment.....	\$45,881 27
Grand total cost of road and equipment	\$507,107 96
General Balance Sheet June 30, 1892.	
ASSETS.	
Cost of road	\$507,107 96
Cost of equipment.....	45,881 27
Current assets, as follows, viz.:	
Due by agents.....	96,408 80
	\$648,516 96
LIABILITIES.	
Capital stock.....	\$308,405 00
Funded debt.....	199,600 00
Profit and loss (surplus)	56,511 96
	\$604,516 96

Officers of the Company.

Name	Title.	Official Address.
HORACE LATHROP.....	President.....	Cooperstown, N. Y.
ALBERT LANE	Vice-President	Cooperstown, N. Y.
S. J. W. REYNOLDS	Secretary and Treasurer.....	Cooperstown, N. Y.

Directors of the Company.

Name.	Residence.
HORACE LATHROP.....	Cooperstown, N. Y.
*SAMUEL SHURWAY.....	Cooperstown, N. Y.
ALBERT LANE	Cooperstown, N. Y.
W. H. MICHAELS	Cooperstown, N. Y.
PETER PARSHALL	Cooperstown, N. Y.
ADRIEL MURPHY	Cooperstown, N. Y.
ALLEN GALLUP.....	Cooperstown, N. Y.
WHEELER DRAKE	Cooperstown, N. Y.
JOHN WOOD	Cooperstown, N. Y.
S. J. W. REYNOLDS	Cooperstown, N. Y.
THOS. W. TRAYNE.....	Cooperstown, N. Y.
FRANCIS BROOK.....	Oakville, N. Y.
LANCLOT TAYLOR	Fly Creek, N. Y.

Title of company, Cooperstown and Susquehanna Valley Railroad Company.

General offices at Cooperstown, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in December.

For information concerning this report, address S. J. W. Reynolds, Secretary and Treasurer.

CORNING, COWANESQUE AND ANTRIM.

LESSOR.

LESSEE — FALLS BROOK COAL COMPANY.

(Date of charter, January 2, 1872.)

The first charter under which the Corning, Cowanesque and Antrim Railway Company holds its franchise was granted by chapter 191 of the Laws of New York, passed April 9, 1852, to the Tioga Coal, Iron, Mining and Manufacturing Company, with power to improve and navigate the Tioga or south branch of the Chemung river. That charter was amended in 1853, so as to authorize that company to construct a railroad from Lawrenceville, at the Pennsylvania State line, along the river to Corning, N. Y. The road was soon after constructed with a flat or "strap" rail. In the year 1851 the name of the company was changed by an act of the Legislature to that of the Corning and Blossburg Railroad Company. About the year 1852 the track was relaid with "T" rail. The road was afterward sold at sheriff's sale, and the company reorganized March 19, 1854, under the General Railroad Law of New York, as the Blossburg and Corning Railroad Company.

January 2, 1872, the line of this last-named company was consolidated with the line of the Elliptic and Lawrenceville Railroad Company, forming, with other lines purchased and constructed in Pennsylvania, the present Corning, Cowanesque and Antrim railway, and which is now leased to and operated by the Fall Brook Coal Company.

* Now deceased.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter.....	90,000	\$4,500,000	10,000	\$500,000
Issued on account of construction.....	2,000	\$100,000	.....	.....
Issued for consolidation	22,000	1,100,000	10,000	\$500,000
Issued for Cowanesque Valley branch.....	6,000	300,000	.....	.....
Issued for equipment, shops, materials and supplies	60,000	3,000,000	.....	.....
Total now outstanding.....	90,000	\$4,500,000	10,000	\$500,000

Grand total of common and preferred stock now outstanding..... \$5,000,000
Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term. years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Debenture bonds.....	May 1, 1888	15	p.c. 6	May 1, Nov. 1	\$1,250,000	\$890,000

Cost of Road and Equipment.

Total cost up to June 30, 1892..... \$5,000,000

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental \$150,000

Payments from income, as follows, viz.:

Dividends declared, 12 per cent on \$500,000 preferred stock..... \$60,000
Dividends declared, 6 per cent on \$1,500,000 common stock 90,000
150,000 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$2,681,261 05
Cost of equipment 2,062,692 28
Real estate used for railroad purposes 177,564 82

Current assets, as follows, viz.:

Bills receivable \$890,000 00
Materials and supplies..... 152,229 50
1,042,229 50
\$5,908,747 65

LIABILITIES.

Capital stock \$5,000,000 00
Funded debt..... 890,000 00
Current liabilities..... 108,789 00
Profit and loss (surplus) 12,679 76
\$5,908,747 65

Officers of the Company.

Name.	Title.	Official Address.
GEO. J. MAGER.....	President.....	Corning, N. Y.
DANIEL BEACH.....	Vice-President and Treasurer.....	Corning, N. Y.
L. B. ROBINSON.....	Secretary.....	Corning, N. Y.

Directors of the Company.

Name.	Residence.
GEO. J. MAGER.....	Watkins, N. Y.
DANIEL BEACH.....	Watkins, N. Y.
JOHN LANG.....	Watkins, N. Y.
DANIEL C. HOWELL.....	Bath, N. Y.
HENRY SHERWOOD.....	Wellsboro, Pa.
JOHN MAGER.....	Watkins, N. Y.
D. B. ELLSWORTH.....	Watkins, N. Y.

Title of company, Corning, Cowanesque and Antrim Railway Company.
 General offices at Watkins, N. Y.
 Date of close of fiscal year, November 30.
 Date of stockholders' annual meeting, second Wednesday in November.
 For information concerning this report, address Daniel Beach, Treasurer.

CORNING, COWANESQUE AND ANTRIM.

LEASE.

Lease company organized under special act, Pamphlet Laws of Pennsylvania, 1899, page 745. Supplement, Pamphlet Laws of Pennsylvania, 1895, page 910; supplement, Pamphlet Laws of Pennsylvania, 1870, page 185; Laws of the State of New York, 1864, chapter 194; Laws of the State of New York, 1873, chapter 189.

* Cost of Equipment.

	Total cost up to June 30, 1892.
Locomotives.....	\$540,853 78
Passenger cars.....	59,870 00
Mail, baggage and express cars.....	28,575 00
Freight and other cars.....	1,422,496 55
Total cost of equipment.....	<u>\$3,008,522 28</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$815,808 54
Less operating expenses (excluding all taxes).....	<u>590,041 48</u>
Gross income from all sources.....	\$225,868 10
<i>Deductions from income, as follows, viz.:</i>	
Rentals paid Corning, Cowanesque and Antrim railway.....	\$150,000 00
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes.....	<u>17,868 01</u>
	167,868 01
Surplus for year ending June 30, 1892.....	<u>\$117,997 09</u>

DETAILED STATEMENT OF RENTALS.

aid Corning Cowanesque and Antrim Railway Company for the year ending June 30, 1892.....	\$150,000 00
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* This equipment furnished by other parties and used on the line of this road, in connection with the operating of Pine Creek railway and the Syracuse, Geneva and Corning railway; total number of miles, 103.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....	.....	\$727,309 64	\$727,309 64
Passengers, through \$14,888 28			
Passengers, local..... 61,477 92			
	\$76,811 15	.....	76,811 15
Mail..... 6,672 42		.....	6,672 42
Express..... 8,616 68		.....	8,616 68
<i>Miscellaneous, as follows, viz.:</i>			
Switching charges.....	.....	1,128 62	1,128 62
Extra baggage..... \$706 89			
Union News Company..... 135 40			
Morris Run mail..... 85 44			
Weighing machines..... 27 32			
	955 05	.....	955 05
Total gross earnings.....	\$87,553 80	\$728,338 26	\$815,892 06

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$4,720 04	\$47,896 24	\$52,616 28
Steel rails and fastenings laid, 49 tons; cost....	396 26	3,776 23	4,172 49
Repairs of roadbed.....	3,601 33	17,446 39	21,047 72
Repairs of bridges (including culverts and cattle-guards).....	952 89	7,022 51	7,975 40
Repairs of stations, shops, docks, etc.....	295 64	3,120 23	3,415 87
Repairs of fences.....	508 57	4,695 39	5,198 96
Other expenses for maintenance of way and structures.....	1,004 02	8,510 92	4,514 94
Total.....	\$11,478 74	\$87,467 91	\$98,946 65
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$3,869 94	\$44,954 55	\$48,824 49
Repairs of cars.....	4,018 73	15,323 31	19,342 04
Repairs of machinery and tools.....	369 15	2,041 95	2,411 10
Total.....	\$8,257 82	\$62,819 81	\$70,577 63
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$5,888 45	\$44,102 09	\$49,990 54
Wages of engineers and firemen.....	6,094 20	50,033 96	56,128 16
Fuel for locomotives.....	4,979 22	49,848 18	54,827 40
Oil and waste.....	508 65	3,254 47	3,763 12
Water supply.....	246 91	2,402 50	2,649 41
Other train supplies or expenses.....	319 73	2,450 64	2,770 37
Wages of station agents and clerks.....	3,047 66	16,002 75	19,050 41
Wages for labor at stations.....	.....	7,236 53	7,236 53
Station supplies.....	379 84	952 88	1,332 72
Wages of watchmen, flagmen and switchmen..	797 98	9,064 75	9,862 73
Other expenses for conducting transportation..	163 87	1,021 32	1,185 19
Total.....	\$22,426 01	\$196,420 57	\$208,846 58
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$4,928 77	\$27,291 10	\$32,219 87
General office expenses and supplies.....	985 26	3,909 84	4,895 10
Stationery and printing.....	823 52	1,373 73	2,197 25
Outside agencies and advertising.....	294 50	289 00	583 50
Legal expenses.....	161 14	658 57	819 71
Loss and damage of freight and baggage.....	79 66	136 80	216 46
Damage to cattle and property.....	61 03	137 02	198 05
Injuries to persons.....	726 39	423 54	1,149 93
Telegraph maintenance and operation.....	881 50	5,182 53	6,064 03
Mileage of cars of other companies (debit balance).....	5,892 15	97,309 05	103,201 20
Other general expenses.....	16 40	64 10	80 50
Total.....	\$14,850 32	\$136,825 28	\$151,675 60
Grand total operating expenses.....	\$57,007 89	\$473,083 57	\$530,041 43

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	21,914	207,154	229,078
Number of passengers carried one mile.....	857,227	2,258,071	3,115,298
Number of tons of freight carried.....	2,551,168	179,436	2,730,604
Number of tons of freight carried one mile....	190,003,922	2,329,537	192,333,459
Passenger train mileage.....			120,610
Freight train mileage.....			495,854
All other train mileage.....			22,547
Total train mileage.....			639,011

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings), ..	\$27,555 20	\$27,007 89	\$547 41
Average per passenger carried	2522	24385	1885
Average per passenger per mile	03005	01956	01049
Average per passenger train per mile.....	73593	47266	26327
Freight earnings and expenses (including miscellaneous earnings)	728,828 26	478,083 57	250,744 69
Average per ton of freight carried.....	13637	12678	09659
Average per ton of freight per mile	0059	00333	00257
Average per freight train per mile.....	1 09633	1 10901	59532

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.256	Cents. 2.725	Cents. 2.619
Average rate received per mile per ton for carrying freight, all classes .....	.589	.802	.581

Description of Road and Equipment.

TRACK.	MILES, ALL LEASED.	
	Length in N. Y. State	Entire length.
Main line from Corning, N. Y., to Antrim, Pa., single track.....	15	53
Branches, or other roads, single track.....		40.5
Total single track	15	93.5
Sidings and turnouts on main line	17.2	34.2
Sidings and turnouts on branches or other roads		11.1
Total sidings and turnouts	17.2	45.3
Grand total of tracks, sidings and turnouts.....	32.2	138.8
Laid with steel rail, main line.....	15	53
Laid with steel rail, branches.....		27.3
Laid with iron rail, branches.....		13.2

Weight of rails per yard—steel, maximum, 76 lbs.; minimum, 62 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Entire length outside New York State.	Owned or leased.	Miles laid with steel rail.
Fall Brook branch	Blossburg, Pa.	Fall Brook, Pa.	7.30	Leased.	7.30
Cowanesque Valley branch	Lawrenceville, Pa.	Mills, Pa.	28.30	Leased.	28.30

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	19	Feet. 430	70	Feet. 2,860
Wooden bridges .....	.....	.....	37	1,440
Wooden trestles .....	.....	.....	31	1,716
Total	19	430	138	6,016

EQUIPMENT.	No., all leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	28	170,000	28	.....
Locomotives, 6 drivers	26	148,500	26	.....
Locomotives, 4 drivers	13	128,500	13	.....
Total	74	.....	67	.....
First-class passenger cars	17	.....	17	17
Second-class passenger cars	8	.....	8	8
Baggage, mail and express cars	8	.....	8	8
Total	33	.....	33	33
Box freight cars	406	.....	.....	406
Stock freight cars	25	.....	.....	25
Coal freight cars	3065	.....	.....	1389
Flat freight cars	21	.....	.....	.....
Caboose, 4-wheel cars	47	.....	.....	.....
Caboose, 6-wheel cars	1	.....	.....	.....
Service cars	35	.....	8	.....
Total	3690	.....	8	1759

Westinghouse brake and Miller coupler in use on passenger cars; ordinary handbrake and Ames and Gould patent couplers in use on freight cars.
 Lorenz improved switches are used on entire line of road.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	16	53
Railroads crossing road at grade	1	2
Highway crossings at grade without protection	10	227
Highway crossings at grade protected by gates or flagmen	1	2
Highway crossings over or under grade .....	.....	2
Overhead obstructions less than 30 feet above track .....	.....	1

Passenger cars are heated by Martin anti-fire car heater and lighted by lamps burning head-light oil, and ventilated by ventilators in roof of cars.

American Express Company operate over road and pays first-class rates. Railroad company furnishes cars and keeps them in repair.

The Red line, Whit- line, Blue line, Nickel Plate line, Midland line, Merchants' Despatch line, West Shore line, Hoosic Tunnel line, Southwest Despatch line, operate over the road. Cars furnished by the several lines at regular mileage rates. Railroad company receives a pro rate of a fixed through rate of freight. No preference given.

The company receives from the United States government for transportation of mails for main line, \$3,886.18 per annum; for Cherry Valley branch, \$3,451.49 per annum; for Fall Brook branch, \$381.81 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	279,745	7.4
Grain	171,530	4.6
Meats and provisions.....	10,944	0.3
Live stock	7,950	0.2
Lumber	374,338	7.8
Pig and bar iron and steel.....	53,936	1.4
Iron or other ores	137,891	3.4
Coal and coke	2,492,105	64.4
Petroleum and other oils.....	29,951	0.8
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	41,551	1.1
All other manufactures	80,711	2.1
All other merchandise.....	92,708	2.5
All other agricultural products	88,799	2.4
All other articles not included above.....	78,575	2.1
Total.....	3,700,504	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	35	5	41
Others, not passengers.....	1	.....	1
Total	37	5	42

EMPLOYEES.

Average number of persons employed (including officials) during year..... 548
 Aggregate amount of salaries and wages paid them..... \$297,767 79

Officers of the Fall Brook Coal Company.

Name.	Title.	Official Address.
GEORGE J. MAGEE	President	Corning, N. Y.
JOHN LANG	First Vice-Prest. and Treasurer.....	Corning, N. Y.
DANIEL BRACH	Second Vice-Prest. and Counsel	Corning, N. Y.
JOHN H. LANG	Secretary and Asst. Treasurer	Corning, N. Y.
Geo. J. R. BROWN.....	General Superintendent.....	Corning, N. Y.
ROBT. H. CAMPBELL.....	Assistant Superintendent.....	Corning, N. Y.
E. F. KERSENER	Traffic Manager.....	Corning, N. Y.
JOHN D. LAWTON	Local Freight Agent.....	Corning, N. Y.
W. H. NORTHRUP	Passenger Agent	Corning, N. Y.
WM. NICHOLSON	Auditor.....	Corning, M. Y.
JOSEPH B. TERRELL	Car Accountant	Corning, N. Y.

Board of Managers of the Fall Brook Coal Company.

Name.	Residence.
GEORGE J. MAGEE.....	Watkins, N. Y.
DANIEL C. HOWELL.....	Bath, N. Y.
JOHN LANG	Watkins, N. Y.
DANIEL BRACH	Watkins, N. Y.
HENRY SHERWOOD.....	Wellaboro, Pa.
ALFRED L. EDWARDS.....	New York city.
JOHN MAGEE	Watkins, N. Y.

title of company, Fall Brook Coal Company, lessees.

general office at Corning, N. Y.

date of close of fiscal year, December 31.

for information concerning this report address John Lang, Treasurer.

DANSVILLE AND MOUNT MORRIS.

(Charter filed in office Secretary of State, New York, October 21, 1891.)

The Dansville and Mount Morris Railroad Company was incorporated October 21, 1891, as successor to the Erie and Genesee Valley Railroad Company (chartered January 4, 1868) under chapter 564, Laws of 1890, known as the Stock Corporation Law, pursuant to a plan of reorganization which is set out fully and at length in the certificate of incorporation, filed October 21, 1891, as aforesaid. The railroad was formerly operated by the New York, Lake Erie and Western Railroad Company, which surrendered possession on October 22, 1891. The railroad was not operated for a period of about six weeks thereafter, the new company having no facilities for that purpose.

During that time the necessary rolling stock was acquired and a connection was made with the Western New York and Pennsylvania Railroad Company by constructing a short line. Operations were begun about December 1, 1891, and have been continued ever since.

This report, therefore, covers the results of operations from December 1, 1891, to June 30, 1892.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.	
	No of shares.	Total par value.
Issued for purchase of property to committee of Erie and Genesee Valley railroad bondholders	500	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.
			Rate.	When payable.	
Mortgage	Oct. 31, 1891	40	p.c. 5	May 1, Nov. 1	\$150,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land	\$500 00	.....
Road built	1,567 44	.....
Sundries	385 33	.....
Cost of property on purchase from reorganization committee of Erie and Genesee Valley R. R. bondholders, October 21, 1891..	.....	190,000 00
Total cost of road.....	\$2,452 77	\$192,452 77
EQUIPMENT.		
Locomotives .....	.....	\$7,000 00
Passenger cars .....	.....	3,500 00
Mail, baggage and express cars.....	.....	1,200 00
Freight and other cars.....	.....	2,700 00
Total cost of equipment.....	.....	\$14,400 00
Grand total cost of road and equipment.....	\$2,452 77	\$206,852 77

DANVILLE AND MOUNT MORRIS.

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Income Account for Year Ending June 30, 1893.

Gross earnings from operation.....	\$5,471 80
Less operating expenses	7,885 84
Deficit from operation.....	\$2,384 04

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$2,333 76	\$2,333 76
Passengers, all local.....	\$2,491 53		2,491 53
Express	94 08		94 08
Mileage.....	53 50		53 50
Total gross earnings	\$2,638 04	\$2,333 76	\$5,471 80

OPERATING EXPENSES.

Maintenance of way and structures.....	\$155 92
Maintenance of equipment.....	340 38
Conducting transportation:	
Wages of employees.....	\$4,219 31
Fuel for locomotives	877 32
Other expenses for conducting transportation.....	885 06
Total	\$5,435 38
* General expenses and taxes	\$2,051 11
Grand total operating expenses.....	\$7,885 84

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$128,458 77
Cost of equipment.....	14,400 00
Current assets, as follows, viz.:	
Due by agents	\$187 45
Open accounts.....	267 84
	475 29
First mortgage bonds on hand	10,000 00
Profit and loss (deficiency) ...	2,384 04
	\$219,713 13

LIABILITIES.

Capital stock	\$50,000 00
Funded debt.....	150,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	610 55
Open accounts, W. N. Y. & P. R. R.	190 61
Loans and bills payable	16,500 00
Cash overdrafts	2,210 97
	\$219,713 13

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried.....	9,329
Number of passengers carried one mile.....	107,609
Number of tons of freight carried.....	7,022,854
Number of tons of freight carried one mile.....	89,345

* These expenses largely consist of items necessarily incurred upon the incorporation of a new railroad company, and are such as will not occur annually in the operation of the road.

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.
Main line from Danaville, Mount Morris town line single track	12
Branches, or other roads, laid single track	341
Sidings and turnouts on main line	1 750
Grand total of tracks, sidings and turnouts	14 091
Laid with steel rail branches or other roads	341
Laid with iron rail main line	12

Average life of ties, 4 years, weight of rails per yard—steel, 60 lbs iron, 56 lbs.; gauge of track 4 feet 8½ inches ballasted with gravel

DETAILS OF BRANCHES OR OTHER ROADS

NAME OF BRANCH OR ROAD	FROM	TO	Entire length, in New York State	Owned or leased	Miles laid with steel rail
Junction connecting with W. N. Y. & P. R. R., near Sawyer	Near Sawyer	W. N. Y. & P. R. R.	284	Owned	284
Junction connecting with Delaware, Lackwanna & West. R. R., Near McNairs	Near McNairs	D. L. & W. R. R.	667	Owned	667

ENTIRE LINE IN NEW YORK STATE

BRIDGES	Number,	Aggregate length
Wooden bridges	1	Feet. 40
Wooden trestles	41	640
TOTAL	42	680

EQUIPMENT	Number owned	Maximum weight of each in lbs.	No. equipped with patent brake
Locomotives	1	107,000	1
Passenger cars	1	34,000	1
Totals	2		2
First class passenger cars	2	40,000	2
Baggage and mail cars	1	30,000	1
Totals	3		3
Box freight cars	12	24,000	
TOTAL	15		

A freight car, mounted for passenger cars and used for freight cars. Standard freight exclusively for use in rail

DANVILLE AND MOUNT MORRIS.

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Miscellaneous Statistics.

ITEM.	* Entire line in N. Y. State.
Road constructed and opened for business, if any, during the year, miles.....	.341
Passenger cars are heated by stoves, lighted with oil and ventilated in top of car.	
American Express Company operate at first-class freight rates.	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Grain	48
Lumber	90
Pig and bar iron and steel.....	13
Coal and coke.....	4,000
Petroleum and other oils.....	16
All other merchandise.....	88.054
All other agricultural products.....	1,800
All other articles not included above.....	1,000
Total.....	7,032.054

EMPLOYEES.

Average number of persons employed (including officials) during year.....	12
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Officers of the Company.

Name.	Title.	Official Address.
* E. P. O. LEWIS.....	President	Hoboken, N. J.
AUG. STEIN.....	Vice-Pres. and Treas..	60 Broadway (Room 108), New York city.
A. S. MURRAY, JR.....	Sec'y and Counsel.....	89 Nassau street, New York city.
B. P. HUMPHREY.....	Superintendent.....	Attica, N. Y.

Directors of the Company.

Name.	Residence.
LOUIS N. BANGS.....	Buffalo, N. Y.
A. S. MURRAY, JR.....	New York city.
AUG. STEIN.....	Hoboken, N. J.
* E. P. C. LEWIS.....	Hoboken, N. J.
E. A. STEVENS.....	Hoboken, N. J.
Geo. FRIEVELD.....	Brooklyn, N. Y.
C. E. TOLHURST.....	Rutherford, N. J.
F. W. PERINE.....	Danville, N. Y.
CHAS. SHEPARD.....	Danville, N. Y.

Title of company. The Danville and Mount Morris Railroad Company.
General offices at 60 Broadway (Room 108), New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday after fifteenth day of October.
For information concerning this report, address Aug. Stein, Vice-President.

DELAWARE AND OTSEGO.

LESSOR.

LESSEE — ULSTER AND DELAWARE.

(Date of charter, May 5, 1897.)

No work has been done toward the construction of this road since about April 1, 1890.
The section of road extending from Hobart to Bloomville (both in Delaware county, New York) is now operated by the Ulster and Delaware Railroad Company, under a lease bearing date May 1, 1891. The terms and conditions are as follows:
The lessee company to put the roadbed in condition to be operated, at their own expense, and operate the same with their own equipment, for the term of one year, or until the earnings, after paying expenses of operation, are sufficient to pay the lessee company for the outlay.
The operation of the road after one year to be optional with the lessee company.
In consideration of the outlay by the lessee company no rental to be paid the lessor company.
The road was opened for business May 20, 1891.
The earnings and expenses are included in report of the Ulster and Delaware Railroad Company.

* Died since close of fiscal year.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash	690	\$68,000	\$68,000
Issued on account of construction.....	50	5,000	.....
Total now outstanding.....	780	\$73,000	\$68,000

Number of stockholders 19

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$10 00	\$141,166 56
Bridges .....	.....	16,216 79
Superstructure (including ties).....	.....	17,202 46
Rails .....	.....	62,884 78
Land .....	.....	60 50
Land damages.....	*7 04	26,585 29
Fences .....	.....	922 83
Passenger and freight stations .....	.....	170 01
Engineering expenses.....	.....	8,111 75
Interest and discount charged to construction.....	1,819 14	10,297 79
Total cost of road.....	\$1,822 10	\$283,658 71

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Expenses	\$10 00
Interest on account of construction.....	1,819 14
	\$1,829 14
Less excess charged to land and damages.....	7 04
	\$1,822 10

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$283,658 71
Current assets, as follows, viz.:		
Cash on hand.....		159 59
		\$283,818 30
LIABILITIES.		
Capital stock.....		\$73,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay-rolls.....	\$185,059 87	
Loans and bills payable.....	75,758 43	
		210,818 30
		\$283,818 30

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL W. ANDREWS.....	President.....	New York city.
SAMUEL G. DIMMICK	Vice-President and Secretary...	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent	Rondout, N. Y.
R. B. JONES.....	Treasurer	Rondout, N. Y.

* Credit.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
SAMUEL W. ANDREWS.....	New York city.
CHARLES BRAY.....	Kingston, N. Y.
G. D. B. HARRINGTON.....	Rondout, N. Y.
SAMUEL G. DIMICK.....	Kingston, N. Y.
HENRY C. SOOP.....	Kingston, N. Y.
W. B. PETERS.....	Bloomville, N. Y.
JAMES S. KERR.....	South Kortright, N. Y.
HENRY DAVIS.....	Delhi, N. Y.
J. H. THOMPSON.....	East Meredith, N. Y.
W. S. ROBERTS.....	East Meredith, N. Y.
ALBERT MORRIS.....	Oneonta, N. Y.
GEORGE I. WILSON.....	Oneonta, N. Y.
A. C. LEWIS.....	Oneonta, N. Y.

Title of company, Delaware and Otsego Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday after first Sunday in December.

For information concerning this report, address R. B. Jones, Treasurer.

DELAWARE, LACKAWANNA AND WESTERN.

LEASES.

This report is made by the Delaware, Lackawanna and Western Railroad Company, as lessee of the following roads in the State of New York, as to the operation thereof:

1. The Valley Railroad.
2. The New York, Lackawanna and Western Railway.
3. The Cayuga and Susquehanna Railroad.
4. The Greene Railroad.
5. The Utica, Chenango and Susquehanna Valley Railway.
6. The Oswego and Syracuse Railroad.

Income Account for Year Ending, June 30, 1892.

Gross earnings from operation.....	\$6,236,118 85
Less operating expenses (excluding all taxes).....	4,184,945 00
Gross income from all sources.....	\$4,051,168 16
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	\$2,174,998 00
Taxes on property used in operation of road.....	128,463 07
Taxes on earnings and capital stock.....	20,317 56
	2,323,778 63
Surplus for year ending June 30, 1892, assumed by lessee.....	\$1,658,191 51

DETAILED STATEMENT OF RENTALS.

<i>Valley Railroad:</i>	
Twelve months' interest on \$750,000 stock at five per cent.....	\$37,500 00
Twelve months' interest on \$400,000 bonds at five per cent.....	20,000 00
<i>New York, Lackawanna and Western Railway:</i>	
Twelve months' interest on \$10,000,000 stock at five per cent.....	500,000 00
Twelve months' interest on \$19,000,000 bonds at six per cent.....	730,000 00
Twelve months' interest on \$5,000,000 bonds at five per cent.....	250,000 00
Twelve months' interest on \$4,350,000 bonds at four per cent.....	144,000 00
<i>Cayuga and Susquehanna Railroad:</i>	
Twelve months' rental paid lessor directly.....	54,800 00
<i>Greene Railroad:</i>	
Twelve months' interest on \$200,000 stock at six per cent.....	12,000 00
Twelve months' interest on \$200,000 bonds at seven per cent.....	14,000 00
<i>Utica, Chenango and Susquehanna Valley Railway:</i>	
Twelve months' interest on \$4,000,000 stock at six per cent.....	240,000 00
<i>Oswego and Syracuse Railroad:</i>	
Twelve months' interest on \$1,330,400 stock at nine per cent.....	118,836 00
Twelve months' interest on \$438,000 bonds at seven per cent.....	30,660 00
Twelve months' interest on \$665,000 bonds at five per cent.....	33,250 00
Total amount of rentals deducted from income.....	\$2,174,998 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$6,097,655 80		
Freight, local	461,790 66		
		\$7,069,446 46	\$7,069,446 46
Passengers, through	\$340,088 96		
Passengers, local	486,187 16		
	\$826,276 12		826,276 12
Mails	88,746 71		88,746 71
Express	194,489 22		194,489 22
<i>Miscellaneous as follows, viz.:</i>			
Lands	7,533 87	56,496 04	64,030 91
Rents	4,896 94	12,564 82	17,461 76
Telegraph	367 16	687 00	1,054 16
Storage	1,330 08	3,420 22	4,750 30
Total gross earnings	\$1,073,499 50	\$7,162,614 86	\$8,236,113 86

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$34,442 70	\$86,566 98	\$121,009 68
Steel rails laid 8,236 tons, cost, \$236,219.07	62,674 16	161,182 13	223,856 29
Repairs of roadbed	80,308 98	206,286 12	286,595 10
Repairs of bridges (including culverts and cattle guards)	15,194 37	39,071 25	54,265 62
Repairs of stations, shops, docks, etc.	24,527 52	88,763 06	113,290 58
Repairs of fences	11,264 69	28,266 34	39,531 03
Other expenses for maintenance of way and structures	172 88	442 15	615 03
Total	\$238,478 70	\$610,230 98	\$848,709 68
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$56,504 72	\$167,380 65	\$223,885 37
Repairs of cars	57,846 28	268,454 84	326,301 12
Repairs of machinery and tools	10,606 68	27,279 47	37,886 15
Other expenses for maintenance of equipment	1,067 49	2,719 26	3,786 75
Total	\$126,017 27	\$465,834 22	\$591,851 49
<i>Conducting transportation:</i>			
Wages of conductor and men	\$26,256 21	\$288,294 45	\$314,550 66
Wages of engineers and firemen	78,883 54	269,966 42	348,850 96
Fuel for locomotives	129,303 48	446,169 64	575,473 12
Oil and waste	6,896 55	17,849 90	24,746 45
Water supply	6,278 96	18,574 47	24,853 43
Other train supplies or expenses	26,225 16	56,881 16	83,106 32
Wages of station agents and clerks	156,964 84	397,474 58	554,439 42
Station supplies	6,769 26	14,835 20	21,604 46
Wages of watchmen, flagmen and switchmen ..	50,320 52	122,296 64	172,617 16
Other expenses for conducting transportation ..	162 73	418 44	581 17
Total	\$590,238 76	\$1,597,859 90	\$2,188,098 66
<i>General expenses:</i>			
Salaries of general officers and clerks	\$28,694 41	\$60,902 78	\$89,597 19
General office expenses and supplies	1,973 83	5,076 56	7,050 39
Stationery and printing	3,069 21	7,892 26	10,961 47
Outside agencies and advertising	45,751 88	117,647 58	163,399 46
Legal expenses	8,592 58	22,095 15	30,687 73
Loss and damage of freight and baggage, and damage to cattle and property	2,746 67	9,634 30	12,381 97
Injuries to persons	7,068 04	4,639 05	11,707 09
Telegraph maintenance and operation	11,249 38	28,926 96	40,176 34
Mileage of cars of other companies (debit balance)	16,870 01	3,380 08	20,250 09
Other general expenses	10,187 82	193,478 44	203,666 26
Total	\$132,198 76	\$493,872 11	\$626,070 87
Grand total operating expenses	\$1,018,948 48	\$3,115,297 21	\$4,134,245 69

DELAWARE, LACKAWANNA AND WESTERN.

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Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried	162,840	1,088,179	1,310,019
Number of passengers carried one mile	22,344,654	23,519,490	44,864,144
Number of tons of freight carried	6,637,031	712,596	6,849,556
Number of tons of freight carried one mile	780,497,415	46,554,774	827,052,189
Passenger train mileage .....	.....	.....	1,323,480
Freight train mileage .....	.....	.....	3,325,692
All other train mileage .....	.....	.....	1,763,465
Total train mileage .....	.....	.....	6,451,637

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$1,073,429 50	\$1,018,948 48	\$54,551 02
Average per passenger carried	83	83	05
Average per passenger per mile	0230	0227	0012
Average per passenger train per mile	81	77	04
Freight earnings and expenses (including miscellaneous earnings)	7,162,614 35	3,165,297 21	3,997,317 14
Average per ton of freight carried	1 13	49	63
Average per ton of freight per mile	00660	00660	00494
Average per freight train per mile	3 14	94	1 20

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class	Cents. 8.	Cents. 8.	Cents. 8.
Average rate received per mile for carrying passengers, second-class	2.	2.	2.
Average rate received per mile for carrying passengers, all classes	1.822	* 2.158	1.941
Average rate received per mile per ton for carrying freight, all classes	0.849	0.902	0.657

Description of Road and Equipment.

Track.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
3 in line, leased by the Delaware, Lackawanna and Western Railroad Co.	394 53	400 74
6 cond track	218 10	224 60
8 bungs and turnouts	192 98	192 98
Grand total of tracks, sidings and turnouts	805 61	818 32
1.61 with steel rail, main line	512 54	625 84

average life of rails — steel, 12 years; iron, 6 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 75 lbs.; minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 48 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF LEASED ROADS

NAME OF BRANCH OR ROAD	FROM	TO	Length in New York State.	Entire length	Miles of double track.	Miles laid with stock rail
Valley R. R.	Lehigh State Line	Englewood	1 64	11 64	11 64	23 58
New York, Lack. & West. Ry.	Berkhampton	Buffalo	24 58	26 99	20 58	41 16
Rt. 1 City and Esopus				1 21	5 97	13 18
Cay & Schoharie R. R.	Schoharie river	Ilwaco	34 41	34 41		34 41
Greene R. R.	Greene Forks	Greene	1 11	1 11		1 10
Ulster & Schoharie R. R.	Schoharie	Ulster	25 36	25 36		25 36
Rt. 1 Schoharie R. R.			1 11	1 11		1 10
Oriskany & Schoharie R. R.	Syracuse	Ilwaco	1 11	1 11		1 10
			4 11	40 74	218 19	612 52

BRIDGES	IN NEW YORK STATE		ENTIRE LINE	
	Number	Aggregate length	Number	Aggregate length
		Feet		Feet
Iron bridges	180	23,407	192	24,502
Wooden bridges	66	2,165	65	2,165
Wooden trestles	39	23	39	2,583
Total	285	25,635	301	34,250

EQUIPMENT	Number	Average cost of each	Maximum weight of each in lbs.	Average life of each in years	No. equipped with patent brake	No. equipped with patent coupler
Locomotives, 8 drivers	6	\$11,500	132,000	12	5	
Locomotives, 6 drivers	118	10,775	132,000	12	76	
Locomotives, 4 drivers	51	12,210	154,000	12	47	
Total	175				128	
First class passenger cars	25	\$4,400	45,000	10	35	25
Second class passenger cars	37	4,400	45,000	10	26	26
Baggage, mail and express cars	46	4,400	45,000	10	46	46
Total	108				107	107
Box freight cars	1,704	\$500	25,100	10		100
Stock freight cars	21	500	25,100	10		
Coal freight cars	40	500	25,100	10		200
Flat freight cars	1,000	500	25,100	10		46
Caboose, 4 wheel cars	70	600	18,000	10		
Caboose, 6 wheel cars	1	800	18,000	10		
Service cars	11	120	4,500	10		
Total	2,919					280

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler; freight cars with Ward Brake and Link Coupler, also with Miller & Gould patent coupler. Wharton also split switches on entire line.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	345	351
Length of steel rails laid during the year in repairs, miles	55.34	55.34
Railroads crossing road at grade	17	17
Railroads crossing road over or under grade	19	21
Highway crossings at grade without protection	209	272
Highway crossings at grade protected by gates or flagmen	80	81
Highway crossings over or under grade	47	52
Overhead obstructions less than twenty feet above track	11	13

Passenger cars are heated by steam, lighted by oil lamps and Pintech gas and ventilated by transom ventilators.

United States Express and Produce Despatch run over lines at about \$15,000 per month.

Sleeping and parlor or hotel cars run over line and are owned jointly by this company and Pullman's Palace Car Company under an agreement, dividing net earnings equally; rates made by said Pullman's Car Company.

The Lackawanna line, the Great Eastern line, the Lackawanna Live Stock Express Company, the New York Despatch Refrigerator Company, the American Refrigerator Transit Company run over company's lines, pro rates. Use of track, etc., same conditions as with all other cars. With the Lackawanna and Great Eastern lines both cars of this company and of said lines are used. The three other lines supply all the cars; all are paid for on mileage basis. Said cars and freight are moved on same trains with the through freight.

Received from the United States government for transportation of mails, from July 1, 1899, about \$33,700 per annum per allotments.

DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Flour	108,815	1.84
Grain	188,943	2.95
Meats and provisions	304,308	4.79
Live stock	174,989	2.75
Lumber	227,934	3.55
Pig and bar iron and steel	304,680	4.73
Iron or other ores	25,641	0.40
Coal and coke	3,746,943	58.01
Petroleum and other oils	34,908	0.55
Manufactures	154,377	2.43
All other merchandise	222,939	3.41
All other agricultural products	336,330	5.19
All other articles not included above	561,750	8.65
Total	6,349,556	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Employees	20	8	28
Others, not passengers	4	23	27
Total	24	29	53

EMPLOYEES.

Average number of persons employed (including officials) during year	4,212
Aggregate amount of salaries and wages paid them during year	\$1,908,602 53

title of lessee company, The Delaware, Lackawanna and Western Railroad Company.

General offices at 28 Exchange place, New York city.

For information concerning this report, address Fred F. Chambers, Secretary.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG.

(Date of charter, December 31, 1872.)

The Dunkirk, Allegheny Valley and Pittsburg Railroad Company was organized December 31, 1872, by the consolidation of the Dunkirk, Warren and Pittsburg Railway Company and the Warren and Venango Railroad Company, a corporation formed under the laws of the State of Pennsylvania.

The Dunkirk, Warren and Pittsburg Railway Company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburg Railroad Company, a corporation organized under the laws of the State of New York, and the Conewango Valley Railroad Company, a corporation organized under the laws of the State of Pennsylvania.

The Dunkirk, Allegheny Valley and Pittsburg railroad was leased January 8, 1873, for 501 years from December 1, 1872, to the New York Central and Hudson River Railroad Company, consideration being seven per cent on \$2,900,000 bonds, and one and one-half per cent on \$1,300,000 capital stock.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued on account of construction and now outstanding	13,000	\$1,300,000	\$1,300,000

Number of stockholders..... 21

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	1870	30	p.c. 7	June & Dec.	\$2,000,000	\$2,000,000	\$2,000,000
Second mortgage...	1872	28	7	April & Oct.	1,000,000	700,000	700,000
Third mortgage	1872	28	7	April & Oct.	200,000	200,000	200,000
Total					\$3,200,000	\$2,900,000	\$2,900,000

Cost of Road and Equipment.

Total cost of road \$4,278,531 67
Total cost of equipment..... 262,725 00

*Grand total cost of road and equipment..... \$4,541,256 67

Income Account for Year Ending June 30, 1892.

Gross earnings from operation..... \$278,893 43
Less operating expenses (excluding all taxes) 195,180 25
Net earnings from operation \$83,713 17
Income from other sources as follows, viz.:
Miscellaneous ... 142 00
Gross income from all sources \$83,855 17
Deductions from income, as follows, viz.:
Taxes on property used in operation of road..... \$8,750 63
Taxes on earnings and capital stock 1,090 18
9,780 76
Net income from all sources..... \$74,074 41
Less amount credited New York Central and Hudson River Railroad Company for use of cars from April, 1872, to April, 1890 137,885 33
Deficit for year ending June 30, 1892..... \$63,810 92

* This company was formed by the consolidation of three other companies, as above stated. These companies kept no account of the distribution of their construction and equipment expenditures, and this company is, therefore, unable to give any details.

General Income Account.

Deficit for year ending June 30, 1893	\$63,810 92
Surplus up to June 30, 1891	179,820 91
Total surplus June 30, 1893	\$115,909 99

Analysis of Gross Earnings and Operating Expenses.

EARNINGS

	Passenger.	Freight.	Total.
Freight, through..... \$188,068 86			
Freight, local..... 42,919 27			
		\$176,961 98	\$176,961 98
Passengers, through..... 36,938 00			
Passengers, local..... 85,211 09			
	\$92,150 08		92,150 08
Mail..... 7,569 94			7,569 94
Express..... 2,475 50			2,475 50
Miscellaneous, as follows, viz.:			
Excess baggage..... 716 08			716 08
Total gross earnings.....	\$108,911 49	\$176,961 98	\$285,873 47

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$23,500 07	\$19,300 97	\$42,801 04
Repairs of roadbed.....	2,565 25	2,886 13	5,451 38
Repairs of bridges (including culverts and cattle guards).....	4,505 29	3,686 15	8,191 44
Repairs of stations, shops, docks, etc.....	2,598 05	3,406 00	6,004 05
Repairs of fences.....	1,470 06	1,903 79	3,373 85
Other expenses for maintenance of way and structures.....	995 49	814 50	1,810 99
Total.....	\$36,009 24	\$30,746 54	\$66,755 78

Maintenance of equipment:

Repairs of locomotives.....	\$1,134 07	\$890 64	\$2,024 71
Repairs of cars.....	2,565 87	6,642 63	9,208 50
Repairs of machinery and tools.....	114 21	93 44	207 65
Other expenses for maintenance of equipment.....	2,916 50	2,886 94	5,803 44
Total.....	\$6,730 65	\$10,012 95	\$16,743 60

Conducting transportation:

Wages of conductors and men.....	\$4,781 80	\$9,956 00	\$14,737 80
Wages of engineers and firemen.....	7,737 95	11,005 06	18,743 01
Fuel for locomotives.....	4,542 27	10,564 92	15,107 19
Oil and waste.....	768 08	630 25	1,398 33
Water supply.....	884 85	682 66	1,567 51
Other train supplies or expenses.....	99 68	167 31	267 99
Wages of station agents and clerks.....	3,338 50	9,027 90	12,366 40
Wages for labor at stations.....	1,661 91	4,992 23	6,654 14
Station supplies.....	261 98	409 38	671 36
Wages of watchmen, flagmen and switchmen.....	581 06	581 17	1,162 23
Other expenses for conducting transportation.....	1,868 74	3,259 47	5,128 21
Total.....	\$25,938 95	\$61,966 27	\$87,905 22

General expenses:

Salaries of general officers and clerks.....	\$6,155 83	\$5,083 69	\$11,239 52
General office expenses and supplies.....	880 05	188 25	1,068 30
Stationery and printing.....	1,308 11	1,218 69	2,526 80
Outside agencies and advertising.....	226 49	140 77	367 26
Legal expenses.....	218 97	179 14	398 11
Loss and damage of freight and baggage.....	14 00	450 65	464 65
Damage to cattle and property.....	568 11	712 65	1,280 76
Injuries to persons.....		51 25	51 25
Telegraph maintenance and operation.....	3,981 44	3,982 65	7,964 09
Mileage, of cars of other companies (debit balance).....	15 00	3,877 98	3,892 98
Other general expenses.....	425 68	848 27	1,273 95
Total.....	\$19,151 71	\$20,621 93	\$39,773 64
Grand total operating expenses.....	\$81,407 56	\$113,472 09	\$194,879 65

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$4,278,531 67
Cost of equipment.....	203,726 00

Current assets, as follows, viz.:

Cash on hand.....	\$12,763 27	
Due by agents.....	8,515 61	
Open accounts.....	6,432 08	
Materials and supplies	12,007 41	
		39,717 32
		<u>\$4,580,978 99</u>

LIABILITIES.

Capital stock.....	\$1,300,000 00
Funded debt.....	2,900,000 00

Current liabilities, as follows, viz.:

Audited vouchers and pay-rolls	\$19,921 63	
Open accounts.....	2,779 99	
Loans and bills payable.....	242,462 38	
		265,164 00
Profit and loss (surplus)		115,809 99
		<u>\$4,580,978 99</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	9,221	212,593	221,749
Number of passengers carried one mile.....	286,957	3,343,651	3,630,608
Number of tons of freight carried	190,293	66,207	256,500
Number of tons of freight carried one mile....	10,939,522	1,665,457	12,604,979
Passenger train mileage .....	.....	.....	126,351
Freight train mileage .....	.....	.....	101,422
All other train mileage.....	.....	.....	18,563
Total train mileage.....	.....	.....	241,336

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$102,911 49	\$81,807 56	\$21,103 93
Average per passenger carried.....	46	37	09
Average per passenger per mile	028	022	006
Average per passenger train per mile.....	81	64	17
Freight earnings and expenses (including miscellaneous earnings)	173,931 93	113,872 69	62,059 24
Average per ton of freight carried.....	6861	4420	2441
Average per ton of freight per mile.....	014	009	005
Average per freight train per mile.....	1 735	1 118	617

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.418	Cents. 2.548	Cents. 2.533
Average rate received per mile per ton for carrying freight, all classes	1.22	2.58	1.40

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	In New York State.	Entire length.
Main line from Dunkirk, N. Y., to Oil City, Pa., single track	43.3	90.6
Sidings and turnouts on main line.....	5.6	15.4
Grand total of tracks, sidings and turnouts	47.9	106
Laid with steel rails, main line	43.3	90.6

Average life of rails—steel 15 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 60 pounds, minimum, 55 pounds; iron, maximum, 60 pounds, minimum, 55 pounds; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	7	Feet. 887	11	Feet. 1,165
Wooden bridges	10	1,004	15	1,636
Wooden trestles.....	6	533	22	2,823
Total	23	2,424	48	5,624

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	10	120,150	20	8	.....
First-class passenger cars	5	.....	.....	5	5
Second-class passenger cars	11	.....	.....	11	11
Baggage, mail and express cars	3	.....	.....	2	3
Total	19	.....	.....	18	19
Box freight cars	101	.....	.....	.....	.....
Back-rack freight cars.....	1	.....	.....	.....	.....
Coal freight cars	14	.....	.....	.....	.....
Flat freight cars	43	.....	.....	.....	.....
Caboose, 8-wheel.....	4	.....	.....	.....	.....
Service cars.....	3	.....	.....	.....	.....
Total	171	.....	.....	.....	.....

Passenger cars equipped with Miller coupler and Westinghouse air brake, freight cars with wheel and chain brakes.

Sub switches are in use on road, but safety split switches are put in for all renewals.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Crossings crossing road at grade	4	5
Crossings crossing road over or under grade	1	1
Highway crossings at grade without protection	20	64
Highway crossings at grade protected by gates or flagmen	1	1
Highway crossings over or under grade	1	3
Obstructions less than twenty feet above track		1

Passenger cars are heated by Martin anti-fire car heater, lighted by lamps and ventilated by flat ventilators.

American Express Co. runs over this road at one and one-half times first-class rates.

Freight or transportation companies running over this line are as follows: Red Line Transit Co., Merchants' Despatch Transportation Co., Nickel Plate Line, Empire Line, Green Line.

Compensation from United States government for transportation of mails based on average daily weight carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	2,970	1.16
Grain	7,822	3.05
Meats and provisions	3,570	1.39
Live stock	2,061	.80
Lumber	87,366	34.06
Pig and bar iron and steel	2,701	1.05
Iron and other ores	189	.07
Coal and coke	38,075	14.85
Petroleum and other oils	61,027	23.79
Manufactures	11,456	4.47
All other merchandise	11,452	4.47
All other agricultural products	9,868	3.85
All other articles not included above	17,224	6.90
Total	256,500	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	11	2	13
Others, not passengers	3	.....	3
Total	13	2	15

EMPLOYEES.

Average number of persons employed (including officials) during year..... 220
 Aggregate amount of salaries and wages paid them during year..... \$126,011 13

Officers of the Company.

Name.	Title.	Official Address.
CHAUNCEY M. DEPEW.....	President.....	Grand Central station, New York city.
H. WALTER WEBB.....	Vice-President.....	Grand Central station, New York city.
DWIGHT W. PARDEE.....	Secretary.....	Grand Central station, New York city.
E. V. W. ROSSITER.....	Treasurer.....	Grand Central station, New York city.
JOHN CARSTENSEN.....	Comptroller.....	Grand Central station, New York city.

Directors of the Company.

Name.	Residence.
CHAUNCEY M. DEPEW	New York city.
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK VANDERBILT	New York city.
EDWIN D. WORCESTER.....	New York city.
CHARLES O. CLARKE	New York city.
HORACE J. HAYDEN.....	New York city.
SAMUEL F. BARGE	New York city.
H. WALTER WEBB.....	New York city.
DWIGHT W. PARDEE	Brooklyn, N. Y.
DARWIN THAYER.....	Fredonia, N. Y.
OSCAR W. JOHNSON.....	Fredonia, N. Y.
RANSSELL BROWN.....	Warren, Pa.

Title of company, Dunkirk, Allegheny Valley and Pittsburg Railroad Company.

General offices at Dunkirk, N. Y.; principal office, Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in December.

For information concerning this report address John Carstensen, Comptroller, Grand Central station, New York city.

ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

Incorporated on March 7, 1884, under the General Railroad Act of 1850. Purchased of Austin Corbin and J. Rogers Maxwell the lease of the Canal Railroad Company, extending from Elmira to Horseheads; also purchased from same parties line of road extending from Horseheads to Cortland, formerly owned by the Utica, Ithaca and Elmira Railway Company; also purchased from same parties lease for eighty-five years of line extending from Cortland to DeRuyter, owned by the New York, Ontario and Western Railway Company, upon which the rents for the whole period have been commuted and paid in advance; also purchased from same parties the line of road extending from DeRuyter to Canastota, formerly owned by the Cazenovia, Canastota and DeRuyter Railway Company.

This company has constructed no new lines.
August 16, 1886, this company leased, during the continuance of its corporate existence, the Canastota Northern Railroad, extending 20.73 miles from Canastota to Camden.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter, issued for purchase price and now outstanding.....	20,000	\$2,000,000

Number of stockholders 25

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First preferred mort. bonds...	April 1, 1884	80	p.c. 6	Apr. 1 & Oct. 1.	\$750,000	\$750,000
First mortgage bonds	April 1, 1884	80	5	Apr. 1 & Oct. 1.	1,250,000	1,250,000
Total.....					\$2,000,000	\$2,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Buildings		\$39 58
Superstructure (including ties).....	\$51 42	18,213 90
Rolling stock	88 34	11,788 90
Land.....	23,952 39	65,715 88
Passenger and freight stations.....		22,661 75
Engine and car houses		10,660 63
Shop, machinery and tools.....	461 82	15,393 86
Fuel and water stations.....		5,816 44
Total cost of road.....	\$23,548 96	\$149,805 88

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives .....	.....	\$189,142 45
Passenger cars .....	.....	15,861 44
Mail, baggage and express cars.....	.....	1,079 82
Freight and other cars.....	\$1,110 26	69,178 54
Total cost of equipment.....	\$1,110 26	\$225,861 75
Cost of road and equipment at date of purchase.....	*1,000 00	3,989,271 22
Grand total cost of road and equipment.....	\$23,659 22	\$4,314,968 85

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New switches, superstructures (including ties).....		\$51 42
New switches, rails.....		82 34
Land at Cortland (Randall property)	\$12,500 00	
Land at Elmira (Biggs property)	10,000 00	
Land at Vienna.....	417 88	
Land at Horseheads.....	85 00	
		22,952 36
Addition to Cortland shops.....		461 82
One new box car built.....		666 80
One new gondola car built		443 46
		\$24,659 22
<i>Credit:</i>		
Cost of road and equipment at date of purchase, house and lot at Horseheads sold.....		\$1,000 00
Total.....		\$23,659 22

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$395,319 06
Less operating expenses (excluding all taxes)		256,654 56
Net earnings from operation		\$138,664 50
<i>Income from other sources as follows, viz.:</i>		
Rents	\$329 64	
Miscellaneous.....	170 30	
		499 94
Gross income from all sources.....		\$139,164 44
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$46,400 00	
Rentals	18,000 00	
Taxes on property used in operation of road.....	\$18,101 02	
Taxes on earnings and capital stock.....	1,114 71	
Salaries and expenses of Railroad Commission.....	704 61	
	19,920 34	
Interest on current liabilities.....	3,253 74	
		87,574 06
Surplus for the year ending June 30, 1892.....		\$51,590 38

General Income Account.

Surplus for the year ending June 30, 1892.....	\$51,590 38
Surplus up to June 30, 1891.....	\$77,568 82
Total surplus June 30, 1892	\$129,159 20

DETAILED STATEMENT OF RENTALS.

Canastota Northern Railroad	\$18,000 00
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* Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....	.....	\$220,183 07	\$220,183 07
Passengers, through.....	\$29,451 85		
Passengers, local.....	99,084 26		
	\$128,006 11		128,006 11
Mail.....	10,081 86		10,081 86
Express.....	12,011 34		12,011 34
Miscellaneous, as follows, viz.:			
Telegraph.....	306 18	169 70	374 88
Extra baggage.....	1,331 80		1,331 80
News privileges.....	340 00		340 00
Total gross earnings.....	\$155,966 09	\$220,352 37	\$376,318 06

OPERATING EXPENSES.

Maintenance of way and structures.

Repairs of track and roadbed.....	\$19,394 32	\$15,786 36	\$35,080 68
Repairs of bridges (including culverts and cattle-guards).....	4,576 44	3,746 00	8,322 44
Repairs of stations, shops, docks, etc.....	2,064 64	1,680 96	3,745 60
Repairs of fences.....	1,210 09	990 08	2,200 17
Other expenses for maintenance of way and structures.....	6,626 94	5,340 22	11,967 16
Total.....	\$33,874 43	\$27,551 62	\$61,426 05

Maintenance of equipment:

Repairs of locomotives.....	\$3,522 26	\$6,972 78	\$10,495 06
Repairs of cars.....	3,391 43	3,411 37	6,802 80
Repairs of machinery and tools.....	349 37	385 84	735 21
Other expenses for maintenance of equipment.....	2,080 78	1,708 46	3,789 24
Total.....	\$14,343 84	\$11,378 45	\$25,722 29

Conducting transportation:

Wages of conductors and men.....	\$9,253 32	\$17,303 50	\$26,556 82
Wages of engineers and firemen.....	9,182 32	17,253 73	26,436 05
Fuel for locomotives.....	30,806 80	17,023 75	47,830 55
Oil and waste.....	808 78	637 68	1,446 46
Water supply.....	626 10	612 27	1,238 37
Other train supplies or expenses.....	233 38	190 25	423 63
Wages of station agents and clerks.....	9,917 07	8,113 96	18,031 03
Wages for labor at stations.....	1,925 19	1,577 61	3,502 80
Station supplies.....	245 03	691 33	936 36
Wages of watchmen, flagmen and switchmen.....	821 30	871 08	1,692 38
Other expenses for conducting transportation.....	2,677 15	2,190 30	4,867 45
Total.....	\$56,095 01	\$60,137 16	\$116,232 17

General expenses:

Salaries of general officers and clerks.....	\$10,162 08	\$8,306 24	\$18,468 32
General office expenses and supplies.....	851 21	696 45	1,547 66
Stationery and printing.....	951 59	773 57	1,725 16
Outside agencies and advertising.....	117 19	95 89	213 08
Legal expenses.....	1,413 78	1,156 73	2,570 51
Loss and damage of freight and baggage.....	73 83	184 75	258 58
Damage to cattle and property.....	587 51	2,001 73	2,589 24
Liabilities to persons.....	71 08	1,111 51	1,182 59
Telegraph maintenance and operation.....	1,534 47	1,255 47	2,790 94
Lease of cars of other companies (debit balance).....	96 61	13,163 70	13,260 31
Other general expenses.....	1,068 64	890 70	1,959 34
Total.....	\$16,988 19	\$30,491 74	\$47,479 93
Grand total operating expenses.....	\$131,051 49	\$135,803 07	\$266,854 56

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road and equipment	\$4,314,938 85
<i>Current assets as follows, viz.:</i>	
Cash on hand.....	\$44,539 17
Due by agents.....	8,846 01
Open accounts.....	34,945 02
Materials and supplies.....	10,796 17
Sundries	11,108 07
	110,234 44
	\$4,425,163 29

LIABILITIES.

Capital stock	\$2,000,000 00
Funded debt.	2,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,600 00
Audited vouchers and pay-rolls.....	17,273 55
Open accounts.....	15,551 57
Loans and bills payable	50,000 00
Sundries	1,549 29
	95,974 41
Profit and loss (surplus).....	329,188 88
	\$4,425,163 29

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	48,543	312,170	260,713
Number of passengers carried one mile			5,564,630
Number of tons of freight carried.....	256,992	67,501	324,493
Number of tons of freight carried one mile			23,630,564
Passenger train mileage.....			234,597
Freight train mileage			188,781
All other train mileage.....			82,987
Total train mileage.....			506,365

ITEM.	Earnings.	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$155,966 69	\$121,051 49	\$34,915 20
Average per passenger carried.....	5982	4043	1939
Average per passenger per mile	028	0217	0063
Average per passenger train per mile.....	6648	5160	1488
Freight earnings and expenses (including miscellaneous earnings).....	239,352 87	135,608 07	103,744 80
Average per ton of freight carried	7876	4179	3697
Average per ton of freight per mile	0101	0057	0044
Average per freight train per mile.....	1.27	72	55

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.37
Average rate received per mile per ton for carrying freight, all classes.....	1.01

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Elmira to Canastota single track.....	118.70	.....	118.70
Branches, or other roads, laid single track.....	.....	20.73	20.73
Total single track.....	118.70	20.73	139.43
Sidings and turnouts on main line.....	26.32	.....	26.32
Sidings and turnouts on branches or other roads. ....	.....	2.86	2.86
Total sidings and turnouts.....	26.32	2.86	29.18
Grand total of tracks, sidings and turnouts.....	145.02	23.59	168.61
Laid with steel rail, main line.....	118.70	.....	118.70
Laid with steel rail, branches, or other roads.....	.....	20.73	20.73

Weight of rails per yard — steel, maximum, 70 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Canastota Northern.....	Canastota	Camden	20.73	Leased.	20.73

BRIDGES.	ENTIRE LINE IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges.....	13	Feet. 2,565
Wooden bridges	2	175
Wooden trestles.....	107	15,408
Total	122	18,148

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	2	\$8,700	140,000	2	.....
Locomotives, 6 drivers.....	13	9,231	144,000	11	.....
Locomotives, 4 drivers.....	8	5,000	140,000	7	.....
Total	23	.....	.....	20	.....

* Tenders.

† Tenders and drivers.

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each. in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars	14	.....	45,000	14	14
Combination cars	2	.....	38,000	2	2
Baggage, mail and express cars.....	4	.....	38,000	4	4
Total.....	20	.....	.....	20	20
Box freight cars.....	40	.....	.....	.....	.....
Coal freight cars.....	142	.....	27,250	.....	.....
Caboose, 4-wheel cars.....	6	.....	21,800	.....	.....
Service cars.....	8	.....	15,500	.....	.....
Total.....	191	.....	.....	.....	.....

Eames' brake and Miller coupler in use on passenger cars.

One hundred and nine split switches and seventy-four stub switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	139.43
Total assessed value of real estate and personal property of company	\$893,948 60
Railroads crossing road at grade	7
Railroads crossing road over or under grade	3
Highway crossings at grade without protection	151
Highway crossings at grade protected by gates or flagman	1
Highway crossings over or under grade	11
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by steam, lighted with oil and ventilated by Creamer ventilator in deck and sash in door.

The National Express does business over line of road at agreed rates.

The Company receives for transportation of mails between Elmira and Canastota on two trains per day, except Sundays, \$10,186.40 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	5,505	1.7
Grain.....	7,627	2.3
Meats and provisions.....	10,090	3.1
Live stock.....	1,311	.4
Lumber.....	23,288	7.3
Pig and bar iron and steel.....	5,024	1.5
Iron or other ores.....	3,450	1.1
Coal and coke	165,850	51.1
Petroleum and other oils.....	1,856	5
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	31,473	9.7
All other manufactures.....	10,082	3.1
All other merchandise	9,892	3.1
All other agricultural products	18,793	5.8
All other articles not included above.....	30,312	9.4
Total	324,493	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	.....	8
Employees	6	1	7
Others	1	.....	1
Total	10	1	11

EMPLOYEES.

Average number of persons employed (including officials) during year..... 287
 Aggregate amount of salaries and wages paid them during year..... \$172,282 22

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, New York city.
GEORGE S. EDGEHILL	Vice-President.....	192 Broadway, New York city.
WILLIAM G. WHEELER	Treasurer.....	192 Broadway, New York city.
EVERETT R. REYNOLDS	Secretary	192 Broadway, New York city.
ALBERT ALLEN	General Superintendent....	Cortland, N. Y.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
J. ROGER MAXWELL	Brooklyn, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
GEORGE S. EDGEHILL	New York city.
WILLIAM G. WHEELER	New York city.
F. W. DUNTON	Hollis, L. I., N. Y.
WILLIAM H. HEWES	Hollis, L. I., N. Y.
J. K. O. BEEKWOOD	Glen Cove, L. I., N. Y.
C. M. REYNOLDS	New York city.
FREDERICK COOK	Orange, N. J.
FRANK M. KELLY	Greenwich, Conn.
E. R. REYNOLDS	New York city.
J. D. CAMPBELL	Philadelphia, Pa.

Title of company, The Elmira, Cortland and Northern Railroad Company.
 General offices at Elmira, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Tuesday in March.
 For information concerning this report, address M. A. Smith, Auditor.

ELMIRA AND LAKE ONTARIO.

LESSOR.

LESSOR—NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, December 31, 1886.)

The Elmira and Lake Ontario Railroad Company was formed pursuant to chapter 917, Laws of the State of New York, and of the several acts amendatory thereof, by joint agreement of consolidation and merger of the Chemung Railroad Company, the Elmira, Jefferson and Canan-
 da Railroad Company and theodus Bay and Southern Railroad Company, dated July 27,
 1886, and filed with the Secretary of State, December 31, 1886.
 The consolidated road under an agreement duly entered into, is operated at cost by the
 Northern Central Railway Company as the agent of this Company; said company to make all
 the improvements and additions and furnish the necessary equipment. For details of
 operations, etc., reference is therefore made to the report of the lessee company.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter and now outstanding	15,000	\$1,500,000
Number of stockholders.....		16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount out- standing.
			Rate.	When payable.	
First mortgage Sodus Bay and Southern Railroad Company	July 1, 1884	40	p c. 8	Jan. 1, July 1	\$500,000

Cost of Road.

Total cost of road up to June 30, 1892.....	\$2,000,000 00
---	----------------

Income Account for Year Ending June 30, 1892.

Net loss from operation, including taxes except on capital stock.....	\$27,373 22
<i>Income from other sources, as follows, viz.:</i>	
Real estate.....	300 00
Deficit.....	\$27,073 22
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$25,000 00
Taxes on capital stock	225 00
Interest on equipment	13,980 25
Other deductions.....	50 61
	39,244 86
Deficit for year ending June 30, 1892	\$66,317 28

General Income Account.

Deficit for year ending June 30, 1892	\$66,317 28
Deficit up to June 30, 1891.....	30,979 67
	\$97,297 95
Less amount for year ending December 31, 1891, credited or reduced from the account	38,080 30
Total deficit June 30, 1892	\$59,217 16

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$2,000,000 00
<i>Current assets, as follows, viz.:</i>	
Open accounts	12,500 00
Profit and loss (deficiency).....	49,277 16
	\$2,061,827 16

LIABILITIES.		
Capital stock.....		\$1,500,000 00
Funded debt.....		500,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$12,500 00	
Open accounts.....	49,897 16	
		61,897 16
		<u>\$2,061,897 16</u>

Officers of the Company.

Name.	Title.	Official Address.
GEORGE B. ROBERTS	President.....	Philadelphia, Pa.
FRANK THOMSON.....	Vice-President.....	Philadelphia, Pa.
STEPHEN W. WHITE.....	Secretary	Philadelphia, Pa.
JOHN S. LEIB	Treasurer	Baltimore, Md.
JAMES P. KERR	Auditor	Baltimore, Md.

Directors of the Company.

Name.	Residence.
GEORGE B. ROBERTS.....	Philadelphia, Pa.
FRANK THOMSON.....	Philadelphia, Pa.
A. J. CARRATT.....	Philadelphia, Pa.
J. N. DU BARRY.....	Philadelphia, Pa.
JOHN P. GREEN	Philadelphia, Pa.
STEPHEN W. WHITE.....	Philadelphia, Pa.
JOHN N. HUTCHINSON	Philadelphia, Pa.
HENRY D. WELCH.....	Philadelphia, Pa.
LUTHER S. BENT.....	Steelton, Pa.
Col. E. H. PARSONS.....	Rochester, N. Y.
B. F. NEWCOMER	Baltimore, Md.
JAMES P. KERR.....	Baltimore, Md.
JOHN S. LEIB	Baltimore, Md.

Title of company, The Elmira and Lake Ontario Railroad Company.

General offices at 160 Broadway, New York city.

Date of close of fiscal year, December 31.

Date of stockholders annual meeting, first Thursday in May.

For information concerning this report, address J. S. Leib, Treasurer, Baltimore, Md.

ELMIRA AND LAKE ONTARIO.

LEASES.

Income Account for Year Ending June 30, 1899.

Gross earnings from operation.....	\$671,185 47
Less operating expenses (excluding all taxes).....	661,459 98
Deficit from operation.....	\$10,724 46
<i>Income from other sources as follows, viz.:</i>	
Real estate	300 00
Deficit	\$9,974 46
<i>Deductions from income as follows, viz.:</i>	
Rentals, etc.	\$18,986 79
Taxes on property used in operation of road.....	17,008 78
	31,685 55
Deficit for year ending June 30, 1899.....	<u>\$41,060 01</u>

DETAILED STATEMENT OF RENTALS.

Interest on equipment.....	\$13,960 85
Construction	26 54
Total amount of rentals deducted from income	<u>\$13,987 39</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....	.....	\$470,159 73	\$470,159 73
Passengers, through and local.....	\$169,246 47	.....	169,246 47
Mall	12,041 07	.....	12,041 07
Express	6,246 94	.....	6,246 94
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$6,347 57		
Sundry sources.....	5,628 60		
	2,998 79	8,978 38	11,971 17
Miscellaneous passengers	1,520 09	.....	1,520 09
Total gross earnings	\$192,047 36	\$479,138 11	\$671,185 47

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$16,325 29	\$48,975 87	\$65,301 16
Steel rails laid, 1,365 tons.....	5,102 29	15,606 86	20,809 15
Repairs of roadbed	5,221 41	15,664 22	20,885 63
Repairs of bridges (including culverts and cattle guards).....	6,745 39	20,236 20	26,981 59
Repairs of stations, shops, docks, etc.....	2,504 48	6,527 23	9,031 71
Repairs of fences	536 61	1,609 82	2,146 43
Other expenses for maintenance of way and structures	4,443 61	13,830 84	17,774 45
Total.....	\$40,979 08	\$121,951 04	\$162,930 12

Maintenance of equipment:

Repairs of locomotives	\$16,140 55	\$41,311 16	\$57,451 71
Repairs of cars	17,695 10	58,810 53	76,505 63
Repairs of machinery and tools	1,126 43	3,379 81	4,505 74
Other expenses for maintenance of equipment..	6,331 70	10,845 96	17,177 66
Total.....	\$41,293 78	\$114,346 96	\$155,640 74

Conducting transportation:

Wages of conductors and men	\$16,525 77	\$46,463 98	\$62,989 75
Wages of engineers and firemen.....	11,441 51	40,419 28	51,860 79
Fuel for locomotives.....	10,188 10	46,201 84	56,389 44
Oil and waste.....	1,122 96	2,906 84	4,029 80
Water supply	1,065 30	3,195 91	4,261 21
Other train supplies or expenses	1,324 74	1,141 63	2,466 37
Wages of station agents and clerks.....	9,204 00	28,880 85	38,084 85
Wages for labor at stations.....	1,455 94	11,455 46	12,911 40
Station supplies.....	1,222 09	1,201 09	2,423 18
Wages of watchmen, flagmen and switchmen...	2,809 88	10,077 19	12,887 07
Other expenses for conducting transportation..	3,159 65	8,654 82	11,814 47
Total.....	\$59,475 94	\$200,597 59	\$260,073 53

General expenses:

Salaries of general officers and clerks	\$4,062 12	\$12,156 37	\$16,248 49
General office expenses and supplies.....	192 87	578 02	771 49
Stationery and printing	3,202 89	6,288 04	9,465 93
Outside agencies and advertising.....	3,154 82	6,185 89	9,389 71
Legal expenses	1,006 00	3,103 93	4,109 93
Loss and damage of freight and baggage	1,016 30	4,618 13	5,634 43
Telegraph maintenance and operation	5,986 44	17,484 99	23,471 43
Mileage of cars of other companies (debit balance).....	1,618 12	32,161 01	33,779 13
Total.....	\$20,219 06	\$82,596 48	\$102,815 54
Grand total operating expenses	\$161,967 86	\$519,482 07	\$681,459 93

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	890,579
Number of passengers carried one mile.....	9,897,648
Number of tons of freight carried.....	1,597,789
Number of tons of freight carried one mile.....	96,272,971
Passenger train mileage.....	227,895
Freight train mileage	465,690
All other train mileage.....	128,079
Total train mileage.....	816,154

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$192,047 36	\$161,967 86	\$30,079 50
Average per passenger carried.....	49	41	08
Average per passenger per mile	02	017	003
Average per passenger train per mile.....	84	71	13
Freight earnings and expenses (including miscellaneous earnings)	479,188 11	519,492 07	Loss. 40,358 96
Average per ton of freight carried.....	80	88	08
Average per ton of freight per mile....	00498	00539	00041
Average per freight train per mile.....	1 08	1 12	09

ITEM.

Computed on earnings from carrying passengers and freight only.	Through and local. Cents.
Average rate received per mile for carrying passengers, all classes.....	1.801
Average rate received per mile per ton for carrying freight, all classes .....	.488

Description of Road and Equipment.

TRACK.

	Miles leased, all in N. Y. State.
Main line from Elmira, Chemung junction, to Canandaigua, single track	64.00
Total of branches or other roads, single track	85.61
Total single track	99.61
Second track on main line.....	1.13
Sidings and turnouts on main line.....	26.73
Sidings and turnouts on branches or other roads.....	9.98
Total sidings and turnouts.....	36.66
Grand total of tracks, sidings and turnouts.....	137.40
Laid with steel rails, main line.....	64.00
Laid with steel rails, branches or other roads.....	85.61

Average life of rails—steel, 12 years, average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 pounds, minimum, 60 pounds; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Miles laid with steel rail.
Seneca Bay Branch.....	Stanley.....	Sodus Point	84.18	84.18
Canandaigua Lake Branch..	Canandaigua, Lester street and Railroad avenue.....	Canandaigua Lake ...	1.43	1.43

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges	9	532
Wooden bridges	29	2,249
Wooden trestles	46	3,969
Total	84	6,750

EQUIPMENT.	Number leased	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	12	\$9,772 87	172,400	27-12	12	.....
Locomotives, 6 drivers	9	9,070 51	186,200	19	4	.....
Locomotives, 4 drivers	6	8,110 70	187,625	12 1-12	6	6
Total	27	.....	.....	.....	22	6

Janney coupler and Westinghouse air brake on passenger trains; link and pin and Janney coupler and hand and air brakes on freight trains.
All point switches on main track.

Miscellaneous Statistics.

TRACK.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	97.40
Total assessed value of real estate and personal property of company	\$1,415,651
Length of steel rails laid during year in repairs, miles	24.88
Railroads crossing road at grade	2
Railroads crossing road over or under grade	6
Highway crossings at grade without protection	120
Highway crossings at grade protected by gates or flagmen	4
Highway crossings over or under grade	15
Overhead obstructions less than twenty feet above track	9

Passenger cars are heated by steam and stoves, lighted with oil and gas, ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	55,084	3.44
Grain	159,896	9.98
Meat and provisions	2,900	.18
Live stock	19,145	1.20
Lumber	86,466	5.41
Pig and bar iron and steel	58,984	3.69
Iron or other ores	22,229	1.39
Coal and coke	893,461	55.92
Petroleum and other oils	8,054	.20
Manufactures	151,425	9.46
All other merchandise	10,018	.62
All other agricultural products	85,522	5.25
All other articles not included above	50,106	3.14
Total	1,597,739	100

ELMIRA AND LAKE ONTARIO.

237

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	25	.....	25
Others, not passengers. ....	.....	2	2
Total	25	2	27

EMPLOYEES.

Average number of persons employed (including officials) during year 666

Title of lessee company, Northern Central Railway Company.

For information concerning this report address John S. Leib, Treasurer Northern Central Railway Company, Baltimore, Md.

ELMIRA STATE LINE.

LESSOR.

LESSEE—TIOGA OF PENNSYLVANIA.

(Date of charter, April 21, 1878.)

Built in 1875 and 1878; opened for business October, 1878; leased to the Tioga Railroad Company for 999 years, they guaranteeing seven per cent interest on \$100,000 of bonds, and to pay the principal after twenty years, also guaranteeing seven per cent interest on \$29,200 of stock issued.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding
	Number of shares.	Total par value.	
Authorized by law or charter ..	1,000	\$100,000	.....
Issued for actual cash.	392	\$39,200	\$39,200
Issued for organization	610	61,000	.....
Total now outstanding	1,002	\$90,200	\$39,200

Number of stockholders

87

FUNDED DEBT.

Designation of Loan.	Date	TERM, years		INTEREST		Amount authorized	Amount outstanding	Cash realized on amount outstanding.
			Rate	When payable				
Mortgage bonds.....	1875	20	7	Apr and Oct		\$100,000	\$100,000	\$160,000

COST OF ROAD.

Total cost up to June 30, 1882.

Grading, masonry and ballast.....	\$68,621 12
Bridges	11,678 83
Superstructure (including ties) and rails	88,400 49
Land damages and fences.....	12,874 97
Passenger and freight stations.....	3,747 81
Engine and car-houses	1,000 00
Engineering expenses.....	2,878 98
Total cost of road	\$189,200 00

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$189,200 00
Other permanent investments as follows, viz.:	
Due by the Tioga Railroad Company	61,000 00
	<u>\$250,200 00</u>
LIABILITIES.	
Capital stock	\$90,200 00
Funded debt.....	160,000 00
	<u>\$250,200 00</u>

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	President.....	Post-office box 839, New York city.
A. R. MACDONOUGH.....	Secretary.....	Post-office box 839, New York city.
EDWARD WHITE	Treasurer.....	Post office box 839, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING	New York city.
J. G. McCULLOUGH.....	New York city.
H. H. COOK	New York city.
E. B. THOMAS.....	New York city.
J. B. RATHBONE.....	Elmira, N. Y.
H. D. V. PRATT	Elmira, N. Y.

Title of company, Elmira State Line Railroad Company.
General offices at 21 Cortlandt street. New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address A. R. Macdonough. Secretary, post-office box 839, New York city.

ELMIRA AND WILLIAMSPORT.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, June 1, 1860.)

Originally the Williamsport and Elmira Railroad Company, under special acts of the Commonwealth of Pennsylvania, June 9, 1832; April 15, 1835, June 20, 1839; April 14, 1843; March 26, 1846; April 5, 1849; April 30, 1850; and State of New York, April 9, 1850.
Foreclosed and reorganized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under act of the Commonwealth of Pennsylvania, March 12, 1860.
Leased May 1, 1863, to the Northern Central Railway Company for 999 years.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares	Total par value.
Authorized by law or charter, issued on account of the reorganization of the Williamsport and Elmira railroad, foreclosed in 1860, and now outstanding.....	10,000	\$500,000	10,000	\$500,000

Grand total of common and preferred stock now outstanding..... \$1,000,000
Number of stockholders..... 312

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* Mortgage bonds.....	May 11, 1860	20	p.c. 7	.....	.....	.....
extended	Jan. 1, 1880	30	6	Jan. 1, July 1	\$1,000,000	\$1,000,000
* Income bonds	May 1, 1863	999	5	Apr. 1, Oct. 1	570,000	570,000
Total .....	.....	.....	.....	.....	\$1,570,000	\$1,570,000

† Cost of Road and Equipment.

Total cost up to
June 30, 1892.

Total cost of road \$2,218,000 00
Total cost of equipment..... 352,000 00

Grand total cost of road and equipment \$2,570,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

From lease of road..... \$151,500 00
From dividends..... 266 58

Total \$151,766 58

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued \$84,981 00
Taxes on capital stock 4,200 00
All other taxes 3,519 00
..... 92,700, 00

Net income from all sources \$59,066 58

Payments from net income, as follows, viz.:

Dividends declared 6 505-1000 per cent on \$500,000 preferred stock.. \$32,525 00
Dividends declared 4 655-1000 per cent on \$500,000 common stock... 23,275 00
Organization expenses 3,240 20
Other deductions..... 11 48
..... 59,051 68

Surplus for year ending June 30, 1892..... \$14 95

General Income Account.

Surplus for year ending June 30, 1892..... \$14 95
Surplus up to June 30, 1891 4,480 78

Total surplus June 30, 1892 \$4,495 68

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$2,218,000 00
Cost of equipment..... 352,000 00

Other permanent investments, as follows, viz.:

Stock of other companies 3,309 39

Current assets as follows, viz.:

Cash on hand..... \$781 29
Open accounts..... 37,625 00
..... 38,406 29

\$2,611,715 68

* Issued for account of reorganization of the Williamsport and Elmira railroad, foreclosed.
† These items can not be given separately. After reorganization bonds and stock were issued amount of \$2,570,000 and charged to construction, \$2,218,000; to equipment, \$352,000.

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock	\$1,000,000 00
Funded debt.....	1,570,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	37,330 00
Profit and loss (surplus)	4,485 68

\$2,611,715 68

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOMAS NEILSON.....	President.....	308 Walnut st., Philadelphia, Pa.
LEWIS P. GEIGER.....	Secretary and Treasurer..	308 Walnut st., Philadelphia, Pa.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
WM. REID FISHER.....	Philadelphia, Pa.
LEWIS P. GEIGER.....	Philadelphia, Pa.
WM. D. NEILSON	Philadelphia, Pa.
MURRAY GEORGES.....	Philadelphia, Pa.
HENRY A. FONDA.....	Milton, Pa.
CONRAD DIEHL.....	New York city, N. Y.

Title of company, The Elmira and Williamsport Railroad Company.

General offices at 308 Walnut street, Philadelphia, Pa.

Date of close of fiscal year, April 30.

Date of stockholders' annual meeting, first Monday in May.

For information concerning this report, address Lewis P. Geiger, Treasurer.

ELMIRA AND WILLIAMSPORT.

LESSEE.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$986,566 08
Less operating expenses (excluding all taxes).....	789,644 21
Gross income from all sources	\$946,921 87

Deductions from income, as follows viz.:

Rentals	\$162,829 29	
Taxes on property used in operation of road.....	8,443 18	
		165,772 47
Surplus for year ending June 30, 1892		\$81,149 40

DETAILED STATEMENT OF RENTALS.

Rental of railroad	\$151,500 00
Interest on equipment.....	8,775 48
Rents.....	2,053 81

Total amount of rentals deducted from income **\$162,829 29**

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$788,471 42	\$788,471 42
Passengers, through and local.....	\$173,676 41		173,676 41
Mail	17,425 24		17,425 24
Express	8,526 15		8,526 15
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$17 00		
Sundry sources.....	506 87		
	164 67	658 70	823 37
Miscellaneous passenger.....	2,643 49		2,643 49
Total gross earnings.....	\$203,485 96	\$784,130 12	\$986,566 08

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track	\$14,888 89	\$59,858 49	\$74,191 88
Steel rails laid, 1,786 tons.....	4,579 86	18,819 42	23,899 28
Iron rails laid.....	5 69	22 75	28 44
Repairs of roadbed.....	1,852 86	7,411 46	9,264 32
Repairs of bridges (including culverts and cattle guards).....	2,770 22	11,060 90	13,851 12
Repairs of stations, shops, docks, etc.....	1,817 49	5,851 44	6,668 93
Repairs of fences	227 18	1,808 74	1,635 92
Other expenses for maintenance of way and structures	2,417 58	9,670 81	12,087 89
Total	\$28,109 27	\$112,518 51	\$140,627 78
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$15,220 20	\$57,200 19	\$72,420 39
Repairs of cars.....	17,263 99	96,486 52	113,750 51
Repairs of machinery and tools.....	1,290 64	5,162 57	6,453 21
Other expenses for maintenance of equipment.....	5,600 07	14,178 21	19,778 28
Total	\$39,384 90	\$173,027 49	\$212,412 39
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$18,665 10	\$52,011 22	\$65,676 32
Wages of engineers and firemen.....	10,775 71	57,054 47	67,830 18
Fuel for locomotives.....	9,580 85	64,474 29	74,054 64
Oil and waste.....	1,048 83	4,011 66	5,060 49
Water supply	1,089 05	4,856 22	5,445 27
Other train supplies or expenses.....	1,854 05	1,825 76	3,179 81
Wages of station agents and clerks.....	6,800 24	16,364 18	22,664 37
Wages for labor at stations.....	944 48	12,060 95	13,005 43
Station supplies.....	663 20	863 88	1,527 08
Wages of watchmen, flagmen, and switchmen..	1,543 10	6,820 93	8,364 03
Other expenses for conducting transportation..	2,598 78	5,832 73	8,431 51
Total	\$49,557 89	\$225,676 24	\$275,234 13
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$3,522 45	\$14,088 81	\$17,611 26
General office expenses and supplies.....	134 43	537 71	672 14
Stationery and printing.....	2,240 03	5,181 95	7,421 98
Outside agencies and advertising	2,836 55	7,066 09	9,902 64
Legal expenses.....	196 41	850 47	1,046 88
Loss and damage of freight and baggage.....	352 00	1,227 69	1,579 69
Telegraph maintenance and operation.....	3,848 01	13,872 99	17,221 00
Mileage of cars of other companies (debit balance).....	1,748 52	54,165 80	55,914 32
Total	\$14,878 40	\$96,491 51	\$111,369 91
Grand total operating expenses.....	\$181,980 46	\$607,718 75	\$789,644 21

Traffic and Mileage Statistics.

	Through and local.
Number of passengers carried.....	256,006
Number of passengers carried one mile.....	7,653,831
Number of tons of freight carried.....	2,653,458
Number of tons of freight carried one mile	166,949,872
Passenger train mileage.....	214,131
Freight train mileage.....	747,110
All other train mileage	68,838
Total train mileage.....	1,030,079

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$908,435 96	\$131,930 46	\$776,505 50
Average per passenger carried.....	79	51	28
Average per passenger per mile....	096	017	009
Average per passenger train per mile.....	95	62	33
Freight earnings and expenses (including miscellaneous earnings)	784,130 12	607,713 75	176,416 37
Average per ton of freight carried	80	23	57
Average per ton of freight per mile	0047	00364	00106
Average per freight train per mile.....	1 05	81	24

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.309
Average rate received per mile per ton for carrying freight, all classes.....	.469

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
Main line from Williamsport, P. & E. Junction, to Elmira, N. Y., L. E. & W. R. R. Junction, single track.....	6.50	75.50
Sidings and turnouts on main line.....	5.46	31.43
Grand total of tracks, sidings and turnouts	12.33	107.29
Laid with steel rail, main line	6.50	75.50

Average life of rails — steel, 12 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Average length.
		Feet.		Feet.
Iron bridges .....	.....	.....	2	33
Wooden bridges	5	548	45	4,674
Wooden trestles .....	.....	.....	8	728
Total	5	548	55	5,439

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers..	5	10	15	\$9,772 87	171,140	2 7-12	15	.....
Locomotives, 6 drivers..	9	3	12	9,070 51	185,200	19	5	.....
Locomotives, 4 drivers..	8	3	6	8,110 70	187,625	12 1-12	3	6
Total	17	16	33	.....	.....	.....	23	6

Janney coupler and Westinghouse automatic air brake on passenger trains; link and Janney coupler, hand and air brake on freight trains.
All point switches on main track.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire Line.
Telegraph owned and operated by company, miles.....	6.50	75.50
Total assessed value of real estate and personal property of company.....	\$68,700	.....
Length of steel rails laid during year in repairs, miles	4.1	87.5
Highway crossings at grade without protection	6	94
Highway crossings at grade protected by gates or flagmen.....	1	3
Highway crossings over or under grade.....	.....	3
Overhead obstructions less than twenty feet above track.....	4	25

Passenger cars are heated by steam and stoves, lighted with oil and gas, ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	57,414	2.16
Grain	149,819	5.63
Meats and provisions	8,830	.12
Live stock	19,672	.74
Lumber.....	219,642	8.28
Pig and bar iron and steel	68,265	2.57
Iron or other ores.....	25,989	.98
Coal and coke.....	1,718,888	64.59
Petroleum and other oils	8,215	.12
Manufactures.....	190,570	7.18
All other merchandise	44,864	1.67
All other agricultural products.....	94,475	3.56
All other articles not included above	68,820	2.40
Total.....	2,658,458	100

NUMBER OF ACCIDENTS.

Injured.

Employees (in New York).....

7

EMPLOYEES.

Average number of persons employed (including officials) during year.....

645

Title of lessee company, Northern Central Railway Company.
For information concerning this report address John S. Leib, Treasurer Northern Central Railway Company, Baltimore, Md.

ERIE AND BLACK ROCK.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 28, 1882.)

This road is operated by the New York, Lake Erie and Western Railroad Company, and the accounts of its income and expenditures, as also statements of freight and passengers moved and of accidents occurring upon it, are kept together with those of the New York, Lake Erie and Western Railroad and not distinguished as specially applicable to this road.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	250	\$25,000
* Issued for actual cash and now outstanding.....	96	9,600

Number of stockholders 12

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$2,858 35
Superstructure (including ties) and rails.....	21,812 05
Land damages.....	10,980 77
Fuel and water stations.....	216 80
Other items	478 82
Total cost of road	\$37,291 79

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$37,291 79
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	508 00
	\$37,794 79

LIABILITIES.

Capital stock.....	\$2500 00
Advances made by the New York, Lake Erie and Western Railroad Company...	35,884 79
	\$37,794 79

Officers of the Company.

Name.	Title.	Official Address.
RUFUS L. HOWARD.....	President.....	Buffalo, N. Y.
E. B. THOMAS	Vice-President	Post-office box 839, New York city.
A. R. MACDONOUGH.....	Secretary.....	Post-office box 839, New York city.
EDWARD WHITE.....	Treasurer.....	Post-office box 839, New York city.

Directors of the Company.

Name.	Residence.
RUFUS L. HOWARD.....	Buffalo, N. Y.
GEORGE S. FIELD.....	Buffalo, N. Y.
HENRY W. SPRAGUE	Buffalo, N. Y.
JOHN KING.....	New York city.
E. B. THOMAS.....	New York city.
GEO. W. QUINTARD.....	New York city.
A. R. MACDONOUGH	New York city.

Title of company, Erie and Black Rock Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Saturday in October.
For information concerning this report, address A. R. Macdonough, post-office box 839, New York city.

* Ten per cent paid in.

ERIE INTERNATIONAL.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

(Date of charter, August 31, 1873.)

This road is operated by the New York, Lake Erie and Western Railroad Company, and the accounts of its income and expenditures, as also statements of freight and passengers moved and of accidents occurring on its line, are kept together with those of the New York, Lake Erie and Western railroad, and not distinguished as specially applicable to this road.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total per value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$50,000	\$50,000

Number of stockholders..... 8

Cost of Road.

Road.	Additions or betterments during year ending June 30, 1893.	Total cost of road up to June 30, 1893.
Grading, masonry and ballast	\$80 80	\$84,975 47
Bridges		3,384 51
Superstructure (including ties).....	1,196 64	78,551 60
Rails	1,604 83	33,938 46
Land and land damages.....		113,990 04
Fences		2,479 48
Passenger and freight stations		506 55
Engine and car houses.....		9,335 78
Engineering expenses.....		1,058 38
Telegraph line		530 46
Second track.....		38,909 77
Other items.....		1,863 09
Total cost of road.....	\$3,812 37	\$356,408 46

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Siding at Black Rock..... \$2,812 37

General Balance Sheet June 30, 1893.

ASSETS.		
Cost of road.....		356,408 46
LIABILITIES.		
Capital stock.....		\$50,000 00
Advances Erie Railway Company.....	\$282,516 55	
Advances New York, Lake Erie and Western Railroad Company...	73,891 91	
		306,408 46
		\$356,408 46

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	President	New York city.
AUG. R. MACDONOUGH.....	Secretary	New York city.
EDWARD WHITE.....	Treasurer	New York city.

Directors of the Company.		
Name.		Residence.
JOHN KING.....		New York city.
JOHN G. McCULLOUGH		New York city.
WILLIAM LIBBEY.....		New York city.
OGDEN MILLS		New York city.
AUG. R. MACDONOUGH.....		New York city.
ANDREW DONALDSON.....		New York city.
GEORGE H. VAILLANT.....		New York city.
Title of company, Erie International Railway Company.		
General offices at 21 Cortlandt street, New York city.		
Date of close of fiscal year, September 30.		
Date of stockholders' annual meeting, last Tuesday in November.		
For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 839, New York city.		

FITCHBURG.

(Date of charter, March 3, 1842.)

The Fitchburg Railroad was completed between Cambridge and Fitchburg March 5, 1845; in 1848 the road was extended into Boston.

The Peterborough and Shirley Railroad was opened in 1850, leased for ten years and purchased in 1860.

The Vermont and Massachusetts Railroad was leased January 1, 1874, for a period of 999 years, the consideration being as follows:

Organization expenses, \$3,000, payable quarterly.

Five per cent on \$1,000,000 bonds, \$50,000, payable November and December.

Six per cent on \$3,193,000 stock, \$191,580 payable October and April.

If this road is surrendered, the expenditures made by the lessee for additions and betterments are to be refunded to said lessee

The Boston, Barre and Gardner Railroad was taken possession of under a temporary operating contract March 7, 1885. It was merged July 1, 1885, its stock being exchanged in the proportion of ten (10) shares of the B. B. & G. stock for one (1) share of Fitchburg stock, and its liabilities assumed by the Fitchburg Railroad Company.

The Ashburnham Railroad was purchased April 22, 1885.

The Troy and Greenfield Railroad and Hoosac Tunnel was consolidated with the Fitchburg Railroad Company February 1, 1887, under the provisions of chapter 297 of the Act of the Commonwealth of Massachusetts for the year 1885.

The Hoosac Tunnel Dock and Elevator Company, an auxiliary corporation, chartered under the laws of the Commonwealth of Massachusetts, April 29, 1879, owning wharfs, elevators and warehouses, and engaged in handling and storing freight, sold all its real and personal property of every kind and description to the Fitchburg Railroad Company, April 15, 1887.

The Troy and Boston Railroad Company, a corporation of the State of New York, was consolidated with the Fitchburg Railroad Company May 8, 1887, under the laws of the State of New York and the Commonwealth of Massachusetts. By this consolidation the following leases, in force with the Troy and Boston Railroad Company, were assumed:

Southern Vermont Railroad, New York State line to Massachusetts State line, owned by the Commonwealth of Massachusetts, leased in perpetuity to the Troy and Boston Railroad Company at an annual rental of \$12,000.

Troy and Bennington Railroad, Hoosac Junction to Vermont State line, owned by the Troy and Bennington Railroad Company, a corporation of the State of New York, leased at an annual rental of \$15,400. Lease expires May 27, 1901.

The Boston, Hoosac Tunnel and Western Railway, and its leased line, the Troy, Saratoga and Northern Railroad, were purchased June 1, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter. {	.....	*	.....	.....	.....
	†
	‡
Issued for actual cash.....	.....	.....	51,994	\$5,199,400	\$5,199,400
Issued on account of consolidation and purchase of railroad and wharf property.....	70,000	\$7,000,000	112,982	11,298,200	18,298,200
Total now outstanding.....	70,000	\$7,000,000	164,976	16,497,600	\$23,497,600
Grand total of common and preferred stock now outstanding					\$23,497,600
Number of stockholders.....					5,163

* \$100,000 per mile of double track. † \$70,000 per mile of single track. ‡ \$3,000,000 for terminals at Boston.

FUNDSD DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Fitchburg Railroad bonds.	April 1, 1874	30	p.c. 7	April and Oct.	\$500,000	\$500,000
	Oct. 1, 1877	30	6	April and Oct.	500,000	500,000
	Oct. 1, 1879	30	5	April and Oct.	500,000	500,000
	Oct. 1, 1880	30	5	April and Oct.	500,000	500,000
	Oct. 1, 1881	30	5	April and Oct.	500,000	500,000
	April 1, 1882	30	5	April and Oct.	500,000	500,000
	April 1, 1883	30	5	April and Oct.	500,000	500,000
	March 1, 1884	30	4	Mar. and Sept.	500,000	500,000
	June 1, 1885	30	4	June and Dec.	500,000	500,000
	Feb. 1, 1887	50	8½	Feb. and Aug.	5,000,000	5,000,000
	April 1, 1887	30	4	April and Oct.	1,500,000	1,500,000
	Sept. 1, 1887	10	4½	Mar. and Sept.	3,000,000	2,250,000
	May 1, 1888	30	5	May and Nov.	2,000,000	2,000,000
	March 1, 1889	10	5	Mar. and Sept.	750,000	750,000
	June 1, 1890	10	5	June and Dec.	500,000	500,000
	June 1, 1890	30	4	June and Dec.	500,000	500,000
Cheshire Railroad bonds	July 1, 1876	30	6	Jan. and July	.....	250,000
Cheshire Railroad bonds	July 1, 1878	20	6	Jan. and July	.....	550,000
Troy and Boston first mort..	July 1, 1874	50	7	Jan. and July	.....	577,000
B., B. & G. R. R. first mort..	April 1, 1878	20	7	April and Oct.	.....	91,800
B., B. & G. R. R. first mort..	April 1, 1873	20	5	April and Oct.	.....	299,700
B., B. & G. R. R. sec'd mort.	July 1, 1875	20	8	Jan. and July	.....	95,700
B., B. & G. R. R. third mort.	July 1, 1875	20	6	Jan. and July	.....	57,800
B., H. T. & W. Ry. debent's.	Sept. 1, 1883	30	5	Mar. and Sept.	2,000,000	1,400,000
H. T. Dock and Elevator Company's mort. note.....	April 5, 1887	6	4¼	April and Oct.	.....	500,000
Monadnock Road mortgage.	July 1, 1877	20	5	July and Jan.	.....	48,000
Total .....	.....	.....	.....	.....	.....	\$20,869,000

Cost of Road and Equipment.

ROAD.	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$685,358 18
Bridges .....	.....	478,208 48
Superstructure (including ties).....	.....	1,273,345 01
Land and land damages	\$33,159 53	1,597,366 59
Passenger and freight stations.....	.....	836,408 00
Engine and car houses.....	11,256 79	298,499 70
Shops, machinery and tools .....	.....	452,904 22
Fuel and water stations	5,973 62	5,973 62
Engineering expenses.....	.....	50,000 00
Hooeac tunnel dock and elevator.....	.....	2,081,744 40
Cheshire consolidation.....	4,120 16	8,529,120 16
Purchase of constructed road.....	12,000 00	24,291,478 80
Worcester Division improvements.....	13,843 71	133,297 33
Tunnel Division improvements.....	1,715 15	279,747 19
Western Division improvements.....	33,662 98	419,121 00
Amerville Division improvements.....	.....	355,251 30
Liberts improvements .....	.....	33,015 81
Freon land improvements.....	.....	14,351 36
Warren bridge alterations .....	.....	7,622 14
New freight yard and sidings.....	.....	290,672 18
Hooeac tunnel dock and elevator improvement	56,666 78	276,297 49
Other improvements.....	55,645 39	71,021 02
Total cost of road.....	\$232,544 11	\$37,610,801 89

Three per cent for five years, 8½ per cent for second five years, 4 per cent for remaining 40 y rs.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives	\$15,286 00	\$1,098,839 40
Passenger mail, baggage and express cars	76,056 48	649,496 64
Freight and other cars.....	38,811 64	2,258,604 48
Total cost of equipment.....	\$180,104 12	\$3,946,940 47
Grand total cost of road and equipment	\$362,648 23	\$41,557,748 86

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR..

Purchase of constructed road (Boston, Hoosac Tunnel and Western railway) ...	\$12,000 00
Cheshire road	4,120 16
Charlestown new engine house	11,256 79
Charlestown automatic coal handler.....	5,973 62
Real estate	33,159 58
Hoosac tunnel dock and elevator improvements.....	56,666 78
New side tracks	55,645 39
Improvements on Worcester Tunnel and Western Divisions.....	53,721 84
New locomotives	15,286 00
New passenger cars.....	76,056 48
New freight cars	38,811 64
Total	\$362,648 23

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$7,095,358 76
Less operating expenses (excluding all taxes).....	5,112,697 11
Net earnings from operation.....	\$1,922,661 65

Income from other sources as follows, viz.:

Rent of roads.....	\$7,500 00
Rent of property.....	53,467 85
Wharves, elevator and docks	190,501 18
Other sources	61,977 68
	313,446 04
Gross income from all sources	\$2,236,107 69

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$945,270 78
Rentals	260,980 00
Taxes	224,061 39
Interest on unfunded debt	18,792 87
	1,449,125 04
Net income from all sources	\$786,982 65

Payments from net income as follows, viz.:

Dividends declared 4 per cent	649,237 00
Surplus for the year ending June 30, 1892, credited to improvement fund	\$137,745 65

DETAILED STATEMENT OF RENTALS

Vermont and Massachusetts Railroad Company:	
Organization expenses	\$8,000 00
Five per cent on \$1,000,000 bonds.....	50,000 00
Six per cent on \$3,193,000 stock.....	191,580 00
	\$249,580 00
Troy and Bennington Railway	15,400 00
Monadnock Railroad	1,000 00
Total amount of rentals deducted from income.....	\$266,980 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$3,415,506 01		
Freight, local.....	1,175,502 21		
		\$4,591,008 22	\$4,591,008 22
Passengers, through.....	\$470,617 22		
Passengers, local.....	1,533,536 66		
	\$2,104,154 15		\$2,104,154 15
Mail.....	65,226 15		65,226 15
Express.....	159,420 00		159,420 00
Miscellaneous.....	40,365 66	75,164 55	115,550 22
Total gross earnings.....	\$2,309,185 99	\$4,566,172 77	\$7,065,358 76

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$209,959 88	\$412,165 25	\$622,125 13
Steel rails laid 8,324 tons, cost.....	\$100,068 99		
Iron rails laid, 26 tons, cost.....	9,026 00		
Repairs of bridges (including culverts and cattle guards).....	17,820 10	27,334 78	45,154 88
Repairs of stations, shops, docks, etc.....	46,628 12	67,496 51	114,124 63
Repairs of fences.....	6,901 36	12,946 80	19,848 16
Other expenses for maintenance of way and structures.....	4,568 60	7,659 06	12,227 66
Total.....	\$327,176 56	\$528,601 25	\$855,777 81

Maintenance of equipment:

Repairs of locomotives.....	\$111,662 72	\$176,766 07	\$288,428 79
Repairs of cars.....	74,412 67	212,420 68	286,833 35
Repairs of machinery and tools.....	11,175 26	17,469 22	28,644 48
Other expenses for maintenance of equipment.....	8,766 68	16,055 68	24,822 36
Total.....	\$205,917 25	\$322,711 65	\$528,628 90

Conducting transportation:

Wages of conductors and men.....	\$129,242 20	\$226,501 49	\$355,743 69
Wages of engineers and firemen.....	192,972 15	377,821 50	570,793 65
Fuel for locomotives.....	204,621 66	467,468 99	672,090 65
Oil and waste.....	18,087 04	21,609 92	39,696 96
Water supply.....	12,808 12	19,329 00	32,137 12
Other train supplies or expenses.....	43,225 74	40,214 64	83,440 38
Wages of station agents and clerks.....	80,468 25	217,169 95	297,638 20
Wages for labor at stations.....	21,583 20	126,868 22	148,451 42
Station supplies.....	21,624 64	11,728 74	33,353 38
Wages of watchmen, flagmen and switchmen.....	55,665 26	255,476 26	311,141 52
Other expenses for conducting transportation.....	386 65	111,266 62	111,653 27
Total.....	\$296,812 59	\$1,035,455 26	\$1,332,267 85

General expenses:

Salaries of general officers and clerks.....	\$57,270 10	\$117,022 75	\$174,292 85
General office expenses and supplies.....	8,411 48	18,614 18	27,025 66
Stationery and printing.....	12,154 00	24,722 94	36,876 94
Outside agencies and advertising.....	22,184 68	8,012 86	30,197 54
Legal expenses.....	6,603 78	9,812 36	16,416 14
Loss and damage of freight and baggage.....	68 00	23,864 48	23,932 48
Damage to cattle and property.....	6,221 21	10,225 45	16,446 66
Injuries to persons.....	10,623 67	19,798 22	30,421 89
Telegraph maintenance and operation.....	22,206 97	50,424 21	72,631 18
Mileage of cars of other companies (debit balance).....	27,181 26	187,526 66	214,707 92
Other general expenses.....	14,575 12	85,004 04	99,579 16
Total.....	\$199,589 78	\$545,118 15	\$744,707 93
Grand total operating expenses.....	\$1,578,797 19	\$3,533,809 92	\$5,112,607 11

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....		\$37,610,801 89
Cost of equipment.....		3,946,940 47
Other permanent investments, as follows, viz.:		
Stock of other companies.....	\$157,860 00	
Other investments.....	1,544,536 91	
		1,701,896 91
Current assets, as follows, viz.:		
Cash on hand.....	\$453,973 81	
Bills receivable.....	178,015 00	
Due by agents.....	539,439 21	
Open accounts.....	1,918,649 09	
Materials and supplies.....	675,840 35	
		3,764,917 46
		\$47,094,546 73

LIABILITIES.

Capital stock		\$23,497 600 00
Funded debt.....		20,821,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued.....	\$308,639 00	
Dividends unpaid.....	306,676 70	
Audited vouchers and pay-rolls.....	885,502 00	
Open accounts.....	874,911 33	
Loans and bills payable.....	650,000 00	
Accrued taxes not due	147,660 65	
Accrued rentals due.....	60,895 00	
		2,229,943 68
Improvement fund.....		308,505 94
Profit and loss (surplus).....		273,197 11
		\$47,094,546 73

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	450,670	6,891,361	7,342,031
Number of passengers carried one mile.....	23,809,931	85,992,712	109,802,643
Number of tons of freight carried.....	3,572,982	997,895	4,570,877
Number of tons of freight carried one mile.....	446,043,895	50,116,883	496,160,778
Passenger train mileage.....			2,229,574
Freight train mileage.....			3,303,162
All other train mileage.....			1,143,069
To al train mileage.....			6,755,805

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$2,369,185 99	\$1,578,797 19	\$790,388 80
Average per passenger carried.....	3226	2150	1076
Average per passenger per mile.....	0216	0144	0072
Average per passenger train per mile.....	1 0659	7108	3556
Freight earnings and expenses (including miscellaneous earnings).....	4,666,172 77	3,533,899 92	1,132,272 85
Average per ton of freight carried.....	1 0209	7732	2477
Average per ton of freight per mile.....	0.094	0071	0023
Average per freight train per mile.....	1 3752	1 0415	3337

Traffic and Mileage Statistics — (Continued).

ITEM Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes.....	Cents. 1.98	Cents. 1.90	Cents. 1.92
Average rate received per mile per ton for carry- ing freight, all classes.....	.766	2.24	.926

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Boston to Troy and Rotter- dam, single track.....	89.47	195.63	.....	56.00	89.47	251.63
Main line from Ashburnham Junction to Bellows Falls, single track.....	.....	53.83	.....	.....	.....	53.83
Branches or other roads, single track.....	25.52	123.23	5.04	7.84	30.56	131.07
Total single track.....	114.99	372.48	5.04	63.84	120.03	436.51
Second track on main line.....	4.51	98.51	.....	56.00	4.51	154.51
Second track on branches or other roads.....	.....	.68	.....	.....	.....	.68
Total second track.....	4.51	99.19	.....	56.00	4.51	155.19
Third track on main line.....	.....	1.66	.....	.....	.....	1.66
Total sidings and turnouts.....	54.79	217.80	1.02	23.46	55.81	241.26
Gross total of tracks, sidings and turnouts...	174.29	691.13	6.06	139.30	180.35	832.43
Laid with steel rail, main line.....	93.98	349.42	.....	1.12	93.98	350.54
Laid with steel rail, branches or other roads..	80.81	341.71	6.06	41.30	86.87	383.01

Average life of rails — steel, 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 76 lbs; minimum, 60 lbs; gauge of track, 4 feet, 9 inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Boston Ice Track ..	Boston.	Waltham	5.52	5.52	Owned	.....	.....
Watertown Branch ..	Cambridge	Marlboro	12.43	12.43	Owned	.....	.....
North Branch ..	South Acton	Greenwich, N. H.	3.32	3.32	Owned	.....	.....
Peabody & Shirley Branch	Ayer	Ashburnham and J. J.	2.22	2.22	Owned	.....	.....
Ashburnham Branch	Ashburnham	Turner's Falls	2.80	2.80	Leased	.....	.....
Turner's Falls Branch	Turner's F. Junc	Turner's Falls	.....	.....	.....	.....	.....
Turner's Falls and Schuylerville Branch	Mechanicville	Sar. & Schuylerville	5.52	5.52	Owned	.....	.....
Watertown Branch	Hoolet's Junction	White Creek	5.54	5.54	Leased	.....	.....
Winchendon Branch.	Winchendon	Peterboro, N. H.	15.54	15.54	Owned	.....	.....
Winchendon Division ..	Winchendon ..	Worcester	36.00	36.00	Owned	.....	.....

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	35	6,571	155	14,427
Wooden bridges	5	296	65	6,045
Wooden trestles	9	8,178	21	7,464
Total	49	10,045	241	27,936

EQUIPMENT.	No. owned.	No. leased.	Total number.	Maximum weight of each in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	28	....	28	128,000	20	28	....
Locomotives, 6 drivers	72	....	72	180,750	20	72	....
Locomotives, 4 drivers	114	8	122	167,280	20	118	1
Total	214	8	222	.....	....	218	1

First-class passenger cars	197	7	204	46,010	....	204	204
Baggage, mail and express cars	48	8	51	36,000	....	51	51
Total	245	10	255	.....	....	255	255

Box freight cars	8,942	160	4,102	24,000	....	542	306
Stock freight cars	236	....	236	22,000	....	99	54
Coal freight cars	653	....	653	20,000	....	....	43
Flat freight cars	875	....	875	16,000	....	16	200
Caboose, 4-wheel cars	90	....	90	19,000	....	....	....
Caboose, 8-wheel cars	9	....	9	22,000	....	....	....
Service cars	236	....	236	.....	....	14	23
Total	6,041	160	6,201	.....	....	671	787

Cars are equipped with Westinghouse automatic brake, and Miller, Perry, Cowell, Dowling, Sofford, Drexel, Gould, Spooner and Hill coupler.
 Split switch in use on line of road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	80.25	130.73
Total assessed value of real estate and personal property of company	\$1,955,258 75	.....
Length of steel rails laid during year in repairs, miles	*	*
Railroads crossing road at grade	3	11
Railroads crossing road over or under grade	2	9
Highway crossings at grade without protection	88	257
Highway crossings at grade protected by gates or flagmen	10	100
Highway crossings over or under grade	32	107
Overhead obstructions less than twenty feet above track	21	64

* Ten miles of single track in New York State; 52 miles of double track outside of State.

Passenger cars are heated by steam from locomotives, lighted by center and side lamps and ventilated by deck sash, globe and Creamer ventilators and transoms.

The American Express Company and the National Express Company operate over this road.

Cars of Pullman's Palace Car Co. and of the Wagner Palace Car Co. run over this road.

Mails are carried at certain rates per mile based on weight as established by the post office department.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	218,638	4.78
Grain	497,850	10.89
Meats and provisions	250,238	5.43
Live stock	284,986	6.24
Lumber	884,771	7.33
Pig and bar iron and steel	181,904	2.87
Iron or other ores	84,409	.75
Coal and coke	840,092	18.38
Petroleum and other oils	59,617	1.30
Manufactures	368,548	8.05
All other merchandise	246,980	5.40
All other agricultural products	397,681	8.72
All other articles not included above	905,463	19.86
Total	4,570,377	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	2	5
Employees	115	17	132
Others	81	36	67
Total	149	55	204

EMPLOYEES.

Average number of persons employed (including officials) during year..... 5,121
 Aggregate amount of salaries and wages paid them..... \$3,196,052 44

Officers of the Company.

Name.	Title.	Official Address.
HENRY S. MARCY	President	Boston, Mass.
GEORGE A. TORREY	General Counsel	Boston, Mass.
DANIEL A. GLEASON	Treasurer	Boston, Mass.
JOHN ADAMS	General Superintendent	Boston, Mass.
W. D. EWING	Assistant General Superintendent	Boston, Mass.
J. WHITEMORE	General Traffic Manager	Boston, Mass.
H. F. WHITCOMB	Registrar	Boston, Mass.
C. S. ANTHONY	General Auditor	Boston, Mass.
A. S. CHEEVER	Chief Engineer	Fitchburg, Mass.
A. S. CRANE	General Freight Agent	Boston, Mass.
J. B. WATSON	General Passenger Agent	Boston, Mass.
GEORGE J. FISHER	Purchasing Agent	Boston, Mass.
JOHN MEDWAY	Superintendent Motive Power	Boston, Mass.
J. W. MARDEN	Superintendent Car Department	Boston, Mass.
JOHN F. GREEN	Paymaster	Boston, Mass.

Directors of the Company.

Name.	Residence.
HENRY S. MARCY	Boston, Mass.
ROBERT CODMAN	Boston, Mass.
RODNEY WALLACE	Fitchburg, Mass.
CHARLES T. CROOKER	Fitchburg, Mass.
JOHN QUINCY ADAMS	Quincy, Mass.
DAVID P. KIMBALL	Boston, Mass.
ALBERT C. HOUGHTON	North Adams, Mass.
FREDERICK L. AMES	Easton, Mass.
GEORGE HEYWOOD	Concord, Mass.
WILLIAM SEWARD WEBB	New York city.
FRANCIS SMITH	Rockland, Me.
WILLIAM H. HOLLISTER	New York city.
WILLIAM A. RUSSELL	Lawrence, Mass.
EDWARD THAYER	Keene, N. H.

Title of company, Fitchburg Railroad Company.

General offices at Boston, Massachusetts.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in September.

For information concerning this report address C. S. Anthony, General Auditor.

FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Date of charter, January 17, 1867.)

This company was organized under the General Law by charter dated January 17, 1867.

In 1867 an act was passed legalizing the same (chap. 718, page 1796). Also an act was passed permitting the town of Johnstown, N. Y., to issue town bonds in aid of construction, and regulating the carrying of passengers. (Vol. 1, chap. 17, page 48.) Also an act appointing railroad commissioners was passed in 1867. (Vol. 1, page 124.)

In 1868 an act was passed amending the above. (Vol. 2, page 1207.)

In 1870 an act was passed giving the town authority to release its mortgage. (Vol. 1, chap. 305, page 721.)

In 1873 an act was passed regulating and legalizing the rate of fare for carrying passengers. (Vol. 1, page 688.)

In 1880 an act was passed giving this company authority to purchase the Gloverville and Northville Railroad on foreclosure of the mortgage.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter	3,000	\$300,000
Issued for actual cash	500	\$50,000
Issued for the purpose of aiding the sale of bonds, the proceeds of both being used in construction of road	2,500	250,000
Total now outstanding.....	3,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	July 1, 1870	30	p.o. 7	Jan. & July...	\$300,000	\$300,000	\$355,900
Cons. mortgage	Apr. 1, 1881	40	6	Apr. & Oct....	300,000	300,000	300,000
Total.....					\$600,000	\$600,000	\$655,900

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$199,643 15
Bridges .....	.....	12,545 70
Superstructure (including ties) and rails .....	.....	113,340 08
Land .....	.....	93,581 66
Fences .....	.....	10,055 52
Passenger and freight stations .....	.....	108,780 75
Engine and car houses, shops, machinery and tools	\$126 53	21,287 67
Engineering expenses .....	.....	18,028 15
Purchase of constructed road .....	.....	191,312 22
Telegraph line .....	.....	21 64
Improvements	5,910 66	75,958 79
Total cost of road	\$6,087 19	\$884,505 33
EQUIPMENT.		
Locomotives	\$275 00	\$51,478 50
Passenger cars .....	.....	31,117 68
Mail, baggage and express cars .....	.....	6,949 00
Freight and other cars	609 13	19,297 42
Total cost of equipment	\$884 13	\$108,842 60
Grand total cost of road and equipment	\$6,921 32	\$943,347 93

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

For purchase of machinery for shops	\$126 53
For purchase of 100 tons steel rails and angle bars and laying same	3,578 76
For construction of new coal office buildings	1,150 08
For construction of stone abutments for iron bridges that take the place of trestles, etc., and wood bridges	1,186 82
For purchase of small engine for wood sawing	275 00
For construction of caboose	6.9 13
	<u>\$6,921 32</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$229,383 41
Less operating expenses (excluding all taxes)	180,374 28
Net earnings from operation	\$99,009 13
<i>Income from other sources as follows, viz.:</i>	
Miscellaneous	1,072 26
Gross income from all sources	\$100,081 39
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$32,817 00
Taxes on property used in operation of road	8,615 63
Taxes on earnings and capital stock	2,186 63
	<u>43,599 26</u>
Net income from all sources	\$56,512 13
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, on 10 per cent common stock	80,000 00
Surplus for year ending June 30, 1892	\$26,512 13

General Income Account.

Surplus for year ending June 30, 1892	\$26,512 13
Surplus up to June 30, 1891	162,351 69
Total surplus June 30, 1892	<u>\$188,863 82</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$117,371 66	\$117,371 66
Passengers, all local.....	\$83,067 56		83,067 56
Mail	2,109 64		2,109 64
Express	22,264 05		22,264 05
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	134 02	148 90	282 92
Rents, building.....	2,063 08	2,314 50	4,377 58
Total gross earnings	\$109,648 35	\$119,785 06	\$229,383 41

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed and track.....	\$11,144 14	\$18,392 97	\$24,537 11
Repairs of bridges (including culverts and cattle guards)	108 44	130 13	238 57
Repairs of stations, shops, docks, etc.....	1,069 66	1,283 58	2,353 24
Repairs of fences	237 03	284 44	521 47
Total	\$12,559 27	\$15,091 12	\$27,650 39

Maintenance of equipment:

Repairs of locomotives.....	\$4,962 69	\$5,955 62	\$10,918 31
Repairs of cars.....	3,001 77	3,602 13	6,603 90
Total	\$7,964 46	\$9,557 75	\$17,522 21

Conducting transportation:

Wages of conductors, baggagemen and brakemen	\$3,227 49	\$4,518 47	\$7,745 96
Wages of engineers, firemen and wipers.....	3,772 28	5,281 19	9,053 47
Fuel for locomotives	4,858 75	6,090 51	10,449 26
Oil and waste	487 78	560 35	1,048 13
Water supply	156 62	219 26	375 88
Other train supplies or expenses, hiring locomotives.....	1,000 00	1,400 00	2,400 00
Wages of station agents and clerks.....	5,523 78	7,783 29	13,267 07
Wages for handling freight.....		9,372 14	9,372 14
Station supplies.....	852 36	1,021 82	1,874 18
Wages of watchmen, flagmen and switchmen..	710 73	995 02	1,705 75
Other expenses for depot privileges.....	2,080 50	5,130 87	7,211 37
Total	\$22,150 29	\$42,822 92	\$64,473 21

General expenses:

Salaries of general officers and clerks	\$4,300 00	\$5,200 00	\$9,500 00
General office expenses and supplies.....	41 75	50 31	92 06
Stationery and printing.....	639 16	706 99	1,406 15
Legal expenses.....	240 00	338 00	578 00
Loss and damage of freight and baggage		99 98	99 98
Damage to cattle and property.....	20 00	22 06	42 06
Injuries to persons	6 00		6 00
Mileage of cars of other companies (debit balance).....	538 42	753 79	1,292 21
Other general expenses.....	4,090 38	3,621 68	7,712 06
Total	\$9,875 71	\$10,862 76	\$20,728 47
Grand total operating expenses.....	\$52,519 73	\$77,894 55	\$130,374 28

FONDA, JOHNSTOWN AND GLOVERSVILLE.

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General Balance Sheet June 30, 1893.

Assets.		
Cost of road.....		\$334,605 33
Cost of equipment.....		108,848 80
Other permanent investments, as follows, viz.:		
Real estate investments.....		40,869 45
Current assets, as follows, viz.:		
Cash on hand.....	\$24,691 99	
Bills receivable.....	998 61	
Open accounts.....	30,235 65	
Sinking fund.....	17,461 13	
Pay-roll.....	2,229 17	
Accrued interest.....	10,800 00	
		86,119 53
		<u>\$1,070,836 98</u>
Liabilities.		
Capital stock.....		\$300,000 00
Funded debt.....		500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued.....		10,800 00
Open accounts.....		6,263 49
Loans and bills payable.....		62,196 36
Wages and supplies.....		2,504 86
Profit and loss (surplus).....		188,863 33
		<u>\$1,070,836 98</u>

Traffic and Mileage Statistics.

Item.	All local.
Number of passengers carried.....	255,966
Number of passengers carried one mile.....	2,833,233
Number of tons of freight carried.....	126,811
Number of tons of freight carried one mile.....	1,445,717
Passenger train mileage.....	87,616
Freight train mileage.....	19,218
All other train mileage.....	12,512
Total train mileage.....	<u>69,346</u>

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$109,648 35	\$39,549 73	\$57,096 62
Average per passenger carried.....	428	206	222
Average per passenger per mile.....	0.007	0.005	0.002
Average per passenger and mixed train per mile.....	2 18	1 05	1 13
Freight earnings and expenses (including miscellaneous earnings).....	119,785 05	77,694 55	41,910 51
Average per ton of freight carried.....	944	614	330
Average per ton of freight per mile.....	0.003	0.002	0.001
Average per freight train per mile.....	2 77	2 45	3 22

Item.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first-class.....	2.02
Average rate received per mile per ton for carrying freight, all classes.....	.919

Item.	Miles owned, all in N. Y. State.
Main line from Fonda to Northville, single track.....	26.17
Sidings and turnouts on main line.....	5.07
Grand total of tracks, sidings and turnouts.....	<u>31.24</u>
Laid with steel rail, main line.....	15.60
Laid with iron rail, main line.....	10.37

Weight of rails per yard—steel, 56 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.		Entire line in N. Y. State.
		Feet.
Iron bridges		441
Wooden trestles		343
Total		784

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	1	3	\$7,890 98	3	.....
Locomotives, 4 drivers	3	1	4	11,246 51	4	.....
Total	5	2	7	.....	7	.....
First-class passenger cars	10	.....	10	\$3,040 86	10	10
Baggage, mail and express cars	4	.....	4	1,590 00	4	3
Total	14	.....	14	.....	14	13
Box freight cars	11	.....	11	\$688 50	.....	.....
Flat freight cars	12	.....	12	630 00	.....	.....
Caboose, 4-wheel cars	1	.....	1	480 00	.....	.....
Caboose, 8-wheel cars	1	.....	1	609 18	.....	.....
Total	25	.....	25	.....	.....	.....

Cars equipped with Eames' vacuum brake and Janney coupler. Split and stub switches in use on road; new split switches are put in place of worn stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	39
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	1

Passenger cars are heated by coal stoves, some having hot air carried along sides of cars, lighted by kerosene lamps and ventilated by ventilators in side of car and in elevation in roof. The company receives \$2,109.64 per year for transportation of United States mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	3,980
Grain	1,973
Meats and provisions	4,500
Live stock	130
Lumber	11,500
Pig and bar iron and steel	1,250
Coal	50,128
Petroleum and other oils	2,500
Manufactures	35,000
All other agricultural products	9,500
All other articles not included above	6,234
Total	126,811

NUMBER OF ACCIDENTS.

Employees, injured	3
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EMPLOYEES.

Average number of persons employed (including officials) during year	129
Aggregate amount of salaries and wages paid them during year	\$71,746 88

Officers of the Company.

Name.	Title.	Official Address.
W. J. HEACOCK	President	Gloversville, N. Y.
D. A. WELLS	Vice-President	Johnstown, N. Y.
JOHN McNAB	Treasurer	Gloversville, N. Y.
L. CATEN	Superintendent	Gloversville, N. Y.

Directors of the Company.

Name.	Residence.
W. J. HEACOCK.....	Gloversville, N. Y.
JOHN McNAB	Gloversville, N. Y.
L. CATEN	Gloversville, N. Y.
C. W. JUDSON.....	Gloversville, N. Y.
A. D. L. BAKER.....	Gloversville, N. Y.
D. B. JUDSON	Gloversville, N. Y.
D. A. WELLS.....	Johnstown, N. Y.
L. VEGHTE	Johnstown, N. Y.
M. WADE	Johnstown, N. Y.
H. VEGHTE	Johnstown, N. Y.
G. F. MILLS	Fonda, N. Y.
WM. LITTAUER.....	New York city.
W. A. HEACOCK	New York city.

Title of Company, Fonda, Johnstown and Gloversville Railroad Company.

General offices at Gloversville, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report address L. Caten, Superintendent.

GENESEE VALLEY CANAL.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 15, 1880.)

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	11,140	\$1,140,000 00	\$1,140,000

Number of stockholders..... 15

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN	President.....	Mills Building, New York city.
SAMUEL G. DECOURSEY.....	Vice-President	Philadelphia, Pa.
JOSEPH R. TRIMBLE.....	Secretary	Philadelphia, Pa.
FRANKLIN S. BUELL.....	Treasurer	Buffalo, N. Y.
JOHN F. REYNOLDS.....	Auditor	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DECOURSEY.....	212 South 8d st., Philadelphia, Pa.
CALVIN H. ALLEN	New York city.
EDWARD L. OWEN.....	New York city.
JOHN D. PROBST	New York city.
A. ENGLER	New York city.
W. T. TIERS	Philadelphia, Pa.
P. P. PRATT	Buffalo, N. Y.
G. E. BARTOL.....	Philadelphia, Pa.
E. W. CLARKE, JR.....	Philadelphia, Pa.
CARL SCHURZ.....	New York city.
J. N. SELIGMAN.....	New York city.
J. D. HANCOCK.....	Franklin, Pa.
S. MARCUS.....	New York city.

Title of company, Genesee Valley Railroad Company.

General offices at 84 Exchange street, Buffalo, New York.

Date of close of fiscal year, June 30.

For information concerning this report address John F. Reynolds, Auditor.

GENESEE VALLEY TERMINAL.

LESSOR.
LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.
(Date of Charter, August 14, 1882.)

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, and now out-standing.	5,000	\$500,000	\$479,570

Number of stockholders..... 47

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount author-ized.	Amount outstand-ing.
		Rate.	When payable.		
First mortgage bonds.....	Nov. 1882	p c. 6	.....	\$500,000	\$500,000

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN.....	President	Mills Building, New York city.
SAM'L G. DECOURSEY	Vice-President.....	242 South Third street, Philadelphia, Pa.
JOSEPH R. TRIMBLE.....	Secretary	242 South Third street, Philadelphia, Pa.
FRANKLIN S. BUELL	Treasurer.....	84 Exchange street, Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	84 Exchange street, Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DECOURSEY	Philadelphia, Pa.
CALVIN H. ALLEN	New York city.
E. L. OWEN	New York city.
G. E. BARTOL	Philadelphia, Pa.
A. ENGLER.....	New York city.
W. T. TIERS	Philadelphia, Pa.
J. N. SELIGMAN.....	New York city.
G. E. KISSEL	New York city.
E. W. CLARK, Jr.....	Philadelphia, Pa.
J D PROBST.....	New York city.
CARL SCHURZ	New York city.
A. MARCUS.....	New York city.
P. P. PRATT.....	Buffalo, N. Y.

Title of company. Genesee Valley Terminal Railroad Company.
General offices at 84 Exchange street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report. address John F. Reynolds, Auditor.

GLENDALE AND EAST RIVER.

LESSOR.

LESSEE — NEW YORK AND MANHATTAN BEACH.

OPERATED BY THE LONG ISLAND.

(Date of charter, March 26, 1874.)

The Glendale and East River Railroad Company was organized under an act of the Legislature passed April 2, 1850, and the acts amendatory thereof and supplementary thereto and chartered March 26, 1874.

The road extends from Greenpoint to Glendale, N. Y., and is leased to the New York, Brooklyn and Manhattan Beach Railway Company, as successors of the New York and Manhattan Beach Railway Company, at a nominal rental of \$1 per annum.

This road has not been operated by this company for a number of years and no account of earnings or expenses have been kept.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	.....
Issued and now outstanding	971	97,100	\$7,460

Number of stockholders 15

Cost of Road.

Total cost of road up to June 30, 1892..... \$176,626 39

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$176,626 39

Other permanent investments, as follows, viz.:

Discount..... 7,460 00

\$184,086 39

LIABILITIES.

Capital stock \$7,460 00

Current liabilities, as follows, viz.:

Open accounts..... 176,626 39

\$184,086 39

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, New York city.
H. W. MAXWELL.....	Vice-President.....	192 Broadway, New York city.
WM G. WHEELER.....	Treasurer.....	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
J. ROGER MAXWELL.....	Brooklyn, N. Y.
FREDERICK W. DUNTON.....	Hollis, L. I., N. Y.
D C. CORBIN.	Spokane Falls, Wash.
ISAAC D. BARTON	Boston, Mass.
HENRY GRAVES	Orange, N. J.
H. W. MAXWELL.....	Brooklyn, N. Y.

Name of company, The Glendale and East River Railroad Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday of November.

For information concerning this report, address D. S. Voorhees, Secretary.

GLENS FALLS.

OWNED BY RENSSELAER AND SARATOGA.
OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.
(Date of charter, July 20, 1857.)

The Glens Falls Railroad is owned by and leased to the Rensselaer and Saratoga Railroad Company in perpetuity, which lease has been assigned to the Delaware and Hudson Canal Company and is now operated by the said Delaware and Hudson Canal Company.
The funded debt is guaranteed by the Rensselaer and Saratoga Railroad Company, and is all paid but \$10,000.
The Glens Falls Railroad, as soon as completed, without any rolling stock, was handed over to the Rensselaer and Saratoga Railroad Company for one dollar and its debts assumed by that company.
The Rensselaer and Saratoga Railroad Company became entire owner of capital stock by purchase as well as by lease of property.
The Glens Falls railroad is now operated by the Delaware and Hudson Canal Company as part of the Rensselaer and Saratoga system.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	2,000	\$200,000	.....
Issued for actual cash and now outstanding.....	996	96,600	\$96,600

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
*First mortgage	1869	35	p.c. 7	Jan. and July	\$125,000	\$10,000	\$10,000

Cost of Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$77,903 48
Bridges		400 00
Superstructure (including ties)		71,895 09
Land damages		18,809 97
Passenger and freight stations.....		27,779 02
Engine and car houses		2,811 34
Engineering expenses		6,275 57
Road built by contract, Fort Edward to Glens Falls.....		250,000 00
Telegraph line.....		1,056 98
Total cost of road		\$456,431 35

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$456,431 35
LIABILITIES.	
Capital stock	\$96,600 00
Funded debt.....	10,000 00
Current liabilities as follows, viz.:	
Expended by Rensselaer and Saratoga Railroad Company	143,400 00
Expended by Delaware and Hudson Canal Company for extension of road to Lake George ...	206,431 35
	\$456,431 35

* Guaranteed by Rensselaer and Saratoga Railroad Company.

GLENS FALLS.

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Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER.....	President	Troy, N. Y.
JOHN H. NEHER	Secretary	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER	Troy, N. Y.
JOH. M. WARREN	Troy, N. Y.
CHAS. W. TILLINGHAST	Troy, N. Y.
WM. H. DOUGHTY.....	Troy, N. Y.
C. E. DUDLEY TIBBITS	Troy, N. Y.
GEO. B. WERNER.....	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LA GRAND C. CRAMER.....	Troy, N. Y.
CHAS. B. RUSSELL	Troy, N. Y.
ISMAEL V. BAKER.....	Comstock, N. Y.
JOHN HUBERT WARREN	Hoosick Falls, N. Y.

Title of company, Glen Falls Railroad Company.
 General offices at Troy, N. Y.
 Date of close of fiscal year June 30.
 Date of stockholders' annual meeting, first Monday in June.
 For information concerning this report address, John H. Neher, Secretary.

GOSHEN AND DECKERTOWN.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 22, 1867.)

This company was organized in 1867, for the purpose of constructing a road from Goshen to Deckertown. Its route lays through an agricultural section of remarkable richness and fertility.

It was operated by the company for a term, then leased to the Erie Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	20,000	\$200,000
Issued for actual cash and now outstanding.....	9,619	96,190

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Mile.	When payable.			
First mortgage bds.	July 1, 1898	40	p c	Jan. & July.	\$240,000	\$186,500	\$186,500
Second mort. bonds	Nov. 1, 1899	40	c	May & Nov	60,000	60,000	60,000
Total					\$300,000	\$246,500	\$246,500

Cost of Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$115,840 00
Bridges	41 50
Land	117,079 68
Land damages.....	37,610 00
Passenger and freight stations.....	7,887 50
Engine and car houses	1,000 00
Interest and discount charged to construction.....	8,633 68
Road built by contract.....	50,989 25
Total cost of road	<u>\$342,690 00</u>

Income Account for Year Ending June 30, 1892.

<i>Gross income from all sources as follows, viz.:</i>	
Rental received from lessee	\$19,085 00
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$14,790 00
Taxes on capital stock	57 71
Salaries.....	900 00
Incidental expenses	19 00
	<u>15,066 71</u>
Net income from all sources	<u>\$3,998 29</u>
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, 5 per cent on \$96,190 common stock.....	4,809 50
Deficit for year ending June 30, 1892	<u>\$841 21</u>

General Income Account.

Deficit for year ending June 30, 1892	\$841 21
Surplus up to June 30, 1891.....	8,560 33
Total surplus June 30, 1892	<u>\$2,709 12</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$342,690 00
Cash on hand.....	2,709 12
	<u>\$345,399 12</u>
LIABILITIES.	
Capital stock	\$96,190 00
Funded debt.....	246,500 00
Profit and loss (surplus).....	2,709 12
	<u>\$345,399 12</u>

Officers of the Company.

Name.	Title.	Official Address.
G. W. MURRAY.....	President.....	Goshen, N. Y.
ROBERT YOUNG	Vice-President.....	Florida, N. Y.
C. S. YOUNG.....	Secretary and Treasurer	Goshen, N. Y.

Directors of the Company.

Name.	Residence.
G. W. MURRAY	Goshen, N. Y.
LEWIS WILLCOX	Goshen, N. Y.
CHAUNCEY HULSE	Goshen, N. Y.
OLIVER TUTHILL.....	Goshen, N. Y.
C. S. YOUNG.....	Goshen, N. Y.
ROBERT YOUNG.....	Florida, N. Y.
GEO. S. VAIL	Florida, N. Y.
DEWITT C. JAYNE	Florida, N. Y.
STEWART YOUNG.....	Florida, N. Y.
CURTIS M. VAIL	Florida, N. Y.
Z. W. VANDEROEF.....	Florida, N. Y.
DANIEL BAILEY.....	Glenwood, N. J.
N. R. FEAGLES	Pine Island, N. Y.

Title of company. Goshen and Deckertown Railway Company.

General offices at Goshen, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report address C. S. Young, Treasurer.

GRAND VIEW BEACH.

OPERATED BY ELECTRICAL POWER.

(Date of charter, January 30, 1889.)

The Grand View Beach Railroad Company was organized January 28, 1889, under the Railroad Act, passed April 2, 1850, with a capital stock of \$40,000, and to continue in existence fifty years. Articles of incorporation were filed January 30, 1889. The road was to extend from Charlotte, Monroe county, N. Y., along the shore of Lake Ontario, a distance of three and one-half miles, to Long Pond, same county and State.

February 18, 1890, the Board of Railroad Commissioners granted permission for the increase of the capital stock to \$100,000 and the extension of the road to Manitou Beach, a point four miles beyond Long Pond. This was accordingly done by action of the board of directors February 27, 1890. Construction of the road was commenced about February 1, 1891, and operation June 1, 1891.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	1,000	\$100,000	.....
Issued for actual cash.....	400	\$40,000	\$40,000
Issued on account of construction	600	60,000	60,000
Total now outstanding.....	1,000	\$100,000	\$100,000

Number of stockholders 12

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Mar. 1, 1891	20	p.c. 6	Semi annually	\$200,000	\$200,000	\$200,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, and ballast.....	\$571 17	\$865 41
Superstructure (including ties).....	687 76	687 86
Rails	45 00	45 00
Real estate.....	.....	750 00
Right of way.....	89 46	52,427 01
Power-house, car-house and fixtures.....	198 97	749 98
Engineering expenses.....	.....	8,162 62
Interest and discount charged to construction .....	.....	8,682 10
Road built by contract.....	.....	236,000 00
Telephone line .....	.....	407 75
Legal expenses. construction.....	.....	5,240 00
Sundry expenses.....	801 40	2,564 60
Total cost of road.....	\$2,843 76	\$306,231 58
EQUIPMENT.		
Motors and fixtures not in contract .....	.....	\$3 00
Passenger cars	\$104 32	188 55
Freight and other cars.....	187 50	187 50
Total cost of equipment.....	\$41 82	\$329 05
and total cost of road and equipment	\$2,885 58	\$306,560 63

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

For completing ballasting track.....	\$489 63
For putting track braces on a l curves	281 44
For replacing ten drop switches with improved spring switches.....	427 76
For building 300 feet of track to coal pile	105 10
For completing construction work on wire, etc	1,080 83
For freight car and other car fixtures.....	241 82
	<u>\$2,585 58</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$16,548 14
Less operating expenses (excluding all taxes).....	11,378 32
	<u>\$5,169 82</u>

Deductions from income, as follows, viz. :

Interest on funded debt due and accrued	\$11,920 00
Taxes on property used in operation of road.....	485 82
Taxes on earnings and capital stock	105 18
	<u>12,511 00</u>
Deficit for year ending June 30, 1892.....	<u>\$7,341 18</u>

General Income Account.

Deficit for year ending June 30, 1892.....	\$7,341 18
Surplus up to June 30, 1891.....	912 25
	<u>\$6,428 93</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local.....	\$34 79
Passengers, all local.....	16,513 35
	<u>\$16,548 14</u>

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$102 02
Repairs of roadbed.....	610 57
Repairs of bridges (including culverts and cattle-guards).....	50 27
Repairs of stations, shops, docks, etc.....	71 12
Other expenses for way and structures	296 23
	<u>\$1,130 21</u>

Maintenance of equipment :

Repairs of motors.....	\$336 03
Repairs of cars	55 20
Repairs of machinery and tools.....	112 13
Other expenses for maintenance of equipment.....	65 14
	<u>\$1,069 20</u>

Conducting transportation :

Wages of conductors and men	\$2,122 27
Wages of engineers and firemen	1,297 61
Fuel for locomotives	1,080 83
Oil and waste.....	262 16
Wages of watchmen, flagmen and switchmen	676 09
Other expenses for conducting transportation.....	21 29
	<u>\$5,539 84</u>

General expenses:

Salaries of general officers and clerks.....	\$1,620 49
General office expenses and supplies.....	69 96
Stationery and printing	187 24
Outside agencies and advertising.....	431 55
Damage to cattle and property	17 00
Telephone maintenance and operation.....	110 20
Other general expenses	1,202 08
	<u>\$3,639 07</u>
Grand total operating expenses.....	<u>\$11,378 32</u>

GRAND VIEW BEACH

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$306,231 58
Cost of equipment.....	329 05
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,887 99
Profit and loss (deficiency).....	6,428 93
	<u>\$315,877 55</u>

LIABILITIES.

Capital stock.....	\$100,000 00
Funded debt.....	200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	4,000 00
Open accounts.....	377 55
Loans and bills payable.....	11,000 00
	<u>\$315,877 55</u>

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried.....	140,165
Number of passengers carried one mile.....	1,051,237
Passenger train mileage.....	67,446

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$16,548 14	\$11,378 32	\$5,169 82
Average per passenger carried.....	118	081	037
Average per passenger per mile.....	016	011	005
Average per passenger train per mile.....	245	169	076

ITEM.

All local.

Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first-class	1.68

Description of Road and Equipment.

TRACK.

Miles owned, all in N. Y. State.

Main line from Charlotte to Manitou Beach, single track.....	7.50
Sidings and turnouts on main line .....	.25
Grand total of tracks, sidings and turnouts.....	<u>7.75</u>

Laid with steel rail, main line.....	7.50
--------------------------------------	------

Weight of rails per yard — steel, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with slag, gravel and earth.

BRIDGES.

ENTIRE LINE IN NEW YORK STATE.

Number.

Aggregate length.

Wooden bridges.....	1	Feet. 15
Wooden trestles.....	9	8,925
Total	10	8,940

Description of Road and Equipment — (Continued).

EQUIPMENT.	Total number.	Maximum weight of each in pounds.
Motor cars.....	7	14,500
First-class passenger cars.....	7	4,000
Coal freight cars.....	1	6,000

Twist chain brake, link and pin coupler on cars.
Two Leary diamond switches, six Pennsylvania Steel Co. tongue switches, eight Eliot Frog and Switch Co. spring switches on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company, miles.....	7.50
Cost of real estate now held by company, exclusive of that used in operation...	\$750 00
Total assessed value of real estate and personal property of company	\$52,000 00
Railroad crossing road at grade.....	1
Highway crossings at grade without protection.....	4

Cars are lighted by incandescent electric lamps and ventilated by windows in roof.

EMPLOYES.

Average number of persons employed (including officials) during year.....	25
Aggregate amount of salaries and wages paid them during year	\$5,806 57

Officers of the Company.

Name.	Title.	Official Address.
H. H. CRAIG	President.....	Greece, N. Y.
M. DOYLE	Vice-President	Greece, N. Y.
J. MILLER KELLY.....	Secretary and Treasurer.....	Greece, N. Y.
J. D. LYNN	Attorney	Greece, N. Y.
E. A. ROWORTH	Superintendent	Greece, N. Y.

Directors of the Company.

Name.	Residence.
H. H. CRAIG.....	Rochester, N. Y.
M. DOYLE	Rochester, N. Y.
J. MILLER KELLY	Rochester, N. Y.
J. D. LYNN	Rochester, N. Y.
J. N. BECKLEY	Rochester, N. Y.
V. FLECKENSTEIN.....	Rochester, N. Y.
H. G. THAYER	Rochester, N. Y.
W. H. CRENNELL	Rochester, N. Y.

Title of company, Grand View Beach Railroad Company.
General offices at Greece, Monroe county, N. Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, first Monday in February.
For information concerning this report, address J Miller Kelly, Secretary.

GREENE.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, October 18, 1869.)

Organized under General Railroad Law. Opened in 1871.

Operated by the Delaware, Lackawanna and Western Railroad Company, under lease dated April 28, 1870, continuing during charter; consideration being six per cent per annum on the stock, payable semi-annually, and interest on the bonds. Expenditures made by lessee for construction purposes repaid in stock and bonds. Operations are included in lessee's report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	20,000	\$200,000

Number of stockholders..... 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*First mortgage.....	Dec. 2, 1872	30	p.c. 7	June & Dec.	\$200,000	\$200,000

Cost of Road and Equipment.

ROAD.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$107,928 48
Bridges.....	45,236 49
Superstructure (including ties) and rails.....	101,115 08
Land, land damages and fences.....	78,479 46
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....	1,638 54
Interest and discount charged to construction.....	28,487 50
Total cost of road.....	\$362,885 50

EQUIPMENT.

Locomotives.....	\$29,500 00
Mail, baggage and express cars.....	8,000 00
Freight and other cars.....	700 00
Total cost of equipment.....	\$37,200 00
Grand total cost of road and equipment.....	\$400,085 50

* Issued and delivered at par to lessee for building road.

Income Account for Year Ending June 30, 1892.

Income from all sources as follows, viz.:

Rental, paid by lessee directly to stock and bondholders:		
Twelve months' interest on stock	\$12,000 00	
Twelve months' interest on bonds.....	14,000 00	
		\$26,000 00

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$362,885 50
Cost of equipment		87,900 00
		\$450,085 50
LIABILITIES.		
Capital stock		\$200,000 00
Funded debt		200,000 00
Due lessee for advances.....		85 50
		\$400,085 50

Officers of the Company.

Name.	Title.	Official Address.
MAURICE BIRDSALL	President.....	Binghamton, N. Y.
SAMUEL SLOAN	Vice-President	26 Exchange place, New York city.
JOSEPH E. JULIAND.....	Secretary and Treasurer..	Greene, N. Y.
FREDERICK G. GIBBENS	Assistant Treasurer	26 Exchange place, New York city.
FRED F. CHAMBERS	Assistant Secretary	26 Exchange place, New York city.
WILLIAM F. HALLSTEAD.....	General Manager	Scranton, Pa.
A. C. SALISBURY	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	Residence.
MAURICE BIRDSALL	Binghamton, N. Y.
FREDERICK E. BARNARD	Greene, N. Y.
ELIAS B. JACKSON.....	Greene, N. Y.
FREDERICK JULIAND.....	Greene, N. Y.
JOSEPH E. JULIAND	Greene, N. Y.
WILLIAM J. RUSSELL.....	Greene, N. Y.
BENJAMIN A. WELCH.....	Greene, N. Y.
SAMUEL SLOAN.....	New York city.
PERCY R. PYNE	New York city.
FRED F. CHAMBERS	Somerville, N. J.
FREDERICK H. GIBBENS.....	New York city.
J. F. L. CUNNINGHAM	Greene, N. Y.
J. D. VAN VALKENBURGH, Jr	Greene, N. Y.

Title of company, Greene Railroad Company.
General offices at Greene, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Thursday in October.
For information concerning this report address Fred F. Chambers, Secretary and Auditor,
26 Exchange place, New York city.

GREENWICH AND JOHNSONVILLE.

(Date of charter, September 10, 1879.)

On the 30th day of August, 1879, the property of the Greenwich and Johnsonville Railroad Company was sold under foreclosure sale at Johnsonville, N. Y., suit having been brought by the holders of the first mortgage bond to have the road sold; and was purchased by a committee representing said bondholders, who organized a new company and filed their certificate of incorporation with the Secretary of State September 10, 1879, since which time there has been no changes in the company except in cases of some of its officers.
This company has never issued any bonds.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	1,500	\$150,0 0
Issued for actual cash and now outstanding.....	1,180	118,0 0

Number of stockholders.....

Cost of Road and Equipment.

	Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$37,274 58
Bridges.....		12,561 18
Superstructure (including ties) and rails.....		47,806 21
Land damages and fences.....		21,707 66
Passenger and freight stations..		1,728 25
Engine and car houses.....		1,152 00
Engineering expenses.....		3,100 00
Total cost of road.....		<u>\$125,229 58</u>
	EQUIPMENT.	
Locomotives.....		\$4,466 96
Passenger cars.....		3,897 58
Freight and other cars.....		1,190 00
Total cost of equipment.....		<u>\$9,054 54</u>
Grand total cost of road and equipment.....		<u>\$134,284 37</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$41,063 46
Less operating expenses (excluding all taxes).....		27,077 67
Net earnings from operation.....		<u>\$14,005 79</u>
Income from other sources.....		825 85
Gross income from all sources.....		<u>\$14,831 64</u>
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	\$490 31	
Taxes on earnings and capital stock.....	470 80	
Taxes other than above.....	86 18	
		<u>1,047 29</u>
Net income from all sources.....		<u>\$13,284 35</u>
Payments from net income, as follows, viz.:		
Dividends declared at 8 per cent on \$118,000 common stock.....		9,440 00
Surplus for year ending June 30, 1892.....		<u>\$3,844 35</u>

General Income Account.

Surplus for year ending June 30, 1892.....	\$3,844 35
Surplus up to June 30, 1891.....	17,629 86
Total surplus June 30, 1892.....	<u>\$21,474 21</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$23,795 65	\$23,795 65
Passengers all local.....	\$15,647 45		15,647 45
Mail.....	740 36		740 36
Express.....	900 00		900 00
Total gross earnings.....	<u>\$17,287 81</u>	<u>\$23,795 65</u>	<u>\$41,063 46</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$4,101 65	\$1,367 22	\$5,468 87
Repairs of roadbed.....	2,877 52	792 50	3,170 02
Repairs of bridges (including culverts and cattle-guards).....	564 65	188 22	752 87
Repairs of stations, shops, docks, etc.....	641 02	218 67	854 69
Repairs of fences.....	60 40	20 10	80 50
Total.....	<u>\$7,745 24</u>	<u>\$2,581 71</u>	<u>\$10,326 95</u>

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$686 94	\$228 98	\$915 42
Repairs of cars.....	182 23	60 74	243 97
Total	\$869 17	\$289 72	\$1,158 89
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,865 00	\$455 00	\$1,820 00
Wages of engineers and firemen	1,688 00	561 00	2,244 00
Fuel for locomotives	2,737 24	912 41	3,649 65
Oil and waste	214 09	71 86	285 45
Wages of station agents and clerks	783 00	261 00	1,044 00
Wages for labor at stations	630 00	210 00	840 00
Station supplies.....	225 00	75 00	300 00
Other expenses for conducting transportation..	62 82	20 98	83 75
Total	\$7,700 15	\$2,566 70	\$10,266 85
<i>General expenses:</i>			
Salaries of general officers and clerks	\$1,425 00	\$475 00	\$1,900 00
Stationery and printing.....	290 96	96 98	387 94
Insurance	322 82	107 48	429 75
Loss and damage of freight and baggage	108 47	86 15	144 62
Telegraph maintenance and operation.....	271 18	90 37	361 50
Mileage of cars of other companies (debit balance).....	379 08	126 35	505 43
Other general expenses	1,196 81	398 93	1,595 74
Total	\$3,998 77	\$1,331 21	\$5,324 98
Grand total operating expenses.....	\$20,308 88	\$6,769 34	\$27,077 67

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$184,884 37
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,008 13
Bills receivable	3,081 71
	<u>\$189,474 21</u>
LIABILITIES.	
Capital stock	\$118,000 00
Profit and loss (surplus)	21,474 21
	<u>\$189,474 21</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	31,294
Number of passengers carried one mile.....	438,116
Number of tons of freight carried.....	38,089
Number of tons of freight carried one mile.....	532,547
Passenger train mileage.....	27,511
Freight train mileage	9,17
All other train mileage.....	1,55
Total train mileage.....	<u>38,23</u>

GREENWICH AND JOHNSONVILLE.

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Traffic and Mileage Statistics — (Continued).

Item.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$17,387 81	\$20,308 88	\$3,020 88
Average per passenger carried.....	55	65	10
Average per passenger per mile.....	080	047	008
Average per passenger train per mile.....	026	768	11
Freight earnings and expenses (including miscellaneous earnings).....	23,705 65	6,769 84	Profit, 17,086 31
Average per ton of freight carried.....	68	17	45
Average per ton of freight per mile.....	04	01	03
Average per freight train per mile.....	2 59	74	1 85

Item.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	3.57
Average rate received per mile per ton for carrying freight, all classes.....	4.46

Description of Road and Equipment.

Track.	Miles owned, all in N. Y. State.
Main line from Greenwich to Johnsonville, single track.....	14.65
Slidings and turnouts on main line.....	1.50
Grand total of tracks, slidings and turnouts.....	16.15
Laid with steel rail, main line.....	14.65
Average life of ties, 8 years; weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	4	Feet. 77
Wooden bridges.....	21	1,087
Wooden trestles.....	3	250
Total.....	28	1,514

EQUIPMENT	Number owned	Average cost of each	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	\$5,500	2	.....
First class passenger cars.....	1	.....	1	1
Baggage, mail and express cars.....	1	.....	1	1
Total.....	3	.....	3	2
Flat freight cars.....	2	.....	.....	.....

Passenger and express cars are equipped with Miller platform and buffer and Westinghouse air brakes. Automatic safety and ordinary switches are in use on this road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade.....	1
Highway crossings at grade without protection	12

Passenger cars are heated by coal stoves, lighted with kerosene oil and ventilated in deck.
National Express Company runs over this road and pays \$75 per month.
United States government pays for transportation of mail \$740.36 per year for five years.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	353	.95
Grain.....	810	2.12
Live stock.....	81	.08
Lumber.....	1,585	4.16
Pig and bar iron and steel	50	.14
Iron or other ores.....	106	.27
Coal and coke.....	11,413	29.94
Petroleum and other oils.....	199	.54
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	511	1.34
All other manufactures.....	6,605	17.34
All other merchandise	2,013	5.30
All other agricultural products.....	5,298	13.91
All other articles not included above	9,064	23.38
Total.....	38,039	100

NUMBER OF ACCIDENTS.

Employe injured.....	1
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EMPLOYES.

Average number of persons employed (including officials) during year	31
Aggregate amount of salaries and wages paid them during year.....	\$12,316 87

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM D. ROBERTSON	President.....	North Greenwich, N. Y.
ROBERT McMURRAY.....	Vice-President.....	West Cambridge, N. Y.
E. H. GIBSON	Secretary.....	Greenwich, N. Y.
C. H. VAN NESS	Treasurer	Greenwich, N. Y.
J. H. THOMPSON.....	Superintendent.....	Greenwich, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM D. ROBERTSON	North Greenwich, N. Y.
ROBERT McMURRAY.....	West Cambridge, N. Y.
HENRY GRAY.....	Greenwich, N. Y.
J. H. THOMPSON	Greenwich, N. Y.
W. L. COZZENS	Greenwich, N. Y.
W. L. MOWRY.....	Greenwich, N. Y.
E. H. GIBSON.....	Greenwich, N. Y.
WALDEN EDDY.....	Greenwich, N. Y.
C. H. VAN NESS.....	Greenwich, N. Y.
A. B. COLE.....	Greenwich, N. Y.
LE ROY THOMPSON	Greenwich, N. Y.
JAMES A. LA VAKE.....	Greenwich, N. Y.
EDWARD WHITESIDE.....	South Cambridge, N. Y.

Title of company, Greenwich and Johnsonville Railway Company.
General offices at Greenwich, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday of October.
For information concerning this report, address C. H. Van Ness, Treasurer.

HARLEM RIVER AND PORTCHESTER.

LESSOR.

LESSEES—NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, April 23, 1863.)

The Harlem River and Portchester Railroad Company was incorporated under New York Laws 1863, chapter 763. Leased to the New York, New Haven and Hartford Railroad Company September 30, 1873.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	10,000	\$1,000,000	.....
Issued for actual cash, and now outstanding....	4,955	425,500	\$425,500

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF DEBT.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds	1873	30	p.c. 7	Apr. and Oct.	\$1,000,000	\$1,000,000	\$1,000,000
First mortgage bonds	1873	20	6	Apr. and Oct.	1,000,000	1,000,000	1,000,000
Second mortgage bonds...	1881	30	4	June & Dec.	1,000,000	1,000,000	1,000,000
Total					\$3,000,000	\$3,000,000	\$3,000,000

Cost of Road.

Total cost of road up to June 30, 1892.

Gravel, masonry and ballast.....	\$646,188 88
Bricks	204,982 81
Superstructure (including ties)	422,440 98
Food and land damages	577,901 39
Fences	18,771 57
Passenger and freight stations	51,544 86
Freight and car houses	28,968 58
Engineering expenses	75,143 56
Interest and discount charged to construction.....	660,868 02
Wharfing	202,284 52
Printing and stationery	8,418 67
Local expenses.....	15,748 73
Losses.....	11,668 51
Total cost of road	\$3,066,700 17

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$3,066,700 17
Current assets, as follows, viz.:	
Cash on hand.....	80 00
	<u>\$3,066,780 17</u>

LIABILITIES.		
Capital stock		\$42,250 00
Funded debt.....		8,000,000 00
Current liabilities, as follows, viz.:		
Open accounts.....		24,580 17
		<u>\$9,066,780 17</u>

Officers of the Company.

Name.	Title.	Official Address.
LUCIUS TUTTLE.....	President	Grand Central depot, New York city.
CHARLES P. CLARKE.....	Vice-President.....	Grand Central depot, New York city.
WILLIAM L. SQUIRE	Treasurer.....	Grand Central depot, New York city.
WILLIAM E. BARNETT	Secretary	Grand Central depot, New York city.

Directors of the Company.

Name.	Residence.
CHARLES P. CLARKE	New Haven, Conn.
LEVERETT BRAINARD.....	Hartford, Conn.
WILLIAM D. BISHOP.....	Bridgeport, Conn.
NATHANIEL WHEELER.....	Bridgeport, Conn.
E. I. SANFORD	Bridgeport, Conn.
EZEKIEL H. TROWBRIDGE	New Haven, Conn.
JOSEPH PARK	New York city.
LUCIUS TUTTLE	New Haven, Conn.
GEORGE B. CARHART.....	Brooklyn, N. Y.
WILLIAM E. BARNETT	New Haven, Conn.
WILLARD PARKER.....	New York city.
HENRY C. ROBINSON	Hartford, Conn.
WILLIAM L. SQUIRE	New Haven, Conn.

Title of company, The Harlem River and Portchester Railroad Company.
General offices at Grand Central depot, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Saturday in April.
For information concerning this report, address William E. Barnett, Secretary.

HARTFORD AND CONNECTICUT WESTERN.

LESSOR.

LESSEE—CENTRAL NEW ENGLAND AND WESTERN.
(Date of charter, March 31, 1881.)

The Hartford and Connecticut Western Railroad Company, as the successor of the Connecticut Western Railroad Company, was organized June 30, 1881, in accordance with a resolution (No. 128) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "incorporating the first mortgage bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company."

By a resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut railroad in the State of New York.

Chapter 339 of the Laws of 1882, of the State of New York, is "An act to authorize the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad."

The Hartford and Connecticut Western Railroad was leased, under date of August 30, 1889, to the Central New England and Western Railroad Company for one year from the 31st day of August, 1889, and under date of February 4, 1890, for fifty years from the 31st day of August, 1890. Two dollars per share upon the capital stock outstanding shall be paid by the lessee to the lessor each year of said term of lease.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	30,000	\$3,000,000
Issued for bonds	18,831	\$1,883,100
Issued for purchase of Rhinebeck and Connecticut Railroad.....	8,000	800,000
Total now outstanding.....	26,831	\$2,683,100
Number of stockholders		

FUNDED DEBT

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortg's bonds.	June 30, 1883	20	p.c 5	Jan. 1, July 1	\$700,000	\$700,000	\$700,000

Cost of Road and Equipment.

Cost of road up to June 30, 1883.....	\$2,921,747 46
Cost of equipment	873,857 97
Cost of road and equipment	\$3,825,615 43

* Income Account for Year Ending June 30, 1883.

General Balance Sheet June 30, 1883.

ASSETS.

Cost of road	\$2,921,747 46
Cost of equipment.....	873,857 97
Other permanent investments, as follows, viz.:	
Real estate	90,099 47
Springfield and Connecticut Railroad	37,673 58
Profit and loss (deficiency).....	10,310 51
	\$3,443,697 99

LIABILITIES.

Capital stock.....	\$2,868,100 00
Funded debt.....	700,000 00
Current liabilities, as follows, viz.:	
Loans and bills payable.....	22,697 99
Convertible bonds	35,900 00
	\$3,448,697 99

Officers of the Company.

Name.	Title.	Official Address.
H. O. SEIKAS.....	President.	New York city.
J. O. PHELPS.....	Vice-President.....	Simsbury, Conn.
E. R. BEARDSLEY.....	Secretary and Treasurer.....	Hartford, Conn.
H. W. WATSON.....	Auditor.....	Hartford, Conn.

Directors of the Company.

Name.	Residence.
H. O. SEIKAS.....	New York city.
J. S. WILSON.....	New York city.
JAMES ARMSTRONG.....	New York city.
J. W. BROCK.....	Philadelphia, Pa.
W. W. GIBBS.....	Philadelphia, Pa.
W. B. SCOTT.....	Philadelphia, Pa.
C. TOWER, JR.....	Philadelphia, Pa.
J. H. APPLETON.....	Springfield, Mass.
H. A. BOTSFORD.....	Hartford, Conn.
J. O. PHELPS.....	Simsbury, Conn.
HENRY GAY.....	West Winsted, Conn.
FREDERICK MILES.....	Chapinville, Conn.
E. W. SPURR.....	Falls Village, Conn.

Title of company, Hartford and Connecticut Western Railroad Company.

General offices at Hartford, Conn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in December.

For information concerning this report, address E. R. Beardsley, Secretary and Treasurer.

Hartford and Connecticut Western Railroad is leased to Central New England and Western Railroad Company for two per cent on its capital stock and interest on bonds, etc., which amounts paid directly to the holders by Central New England and Western Railroad Company.

HAYTS CORNERS, OVID AND WILLARD.

LESSOR.

LESSEE — LEHIGH VALLEY RAILWAY.

(Date of charter, September 15, 1882.)

The Hayts Corners, Ovid and Willard railroad was organized in 1882, and articles of association filed in the Secretary of State's office September 15, 1882.
The right of way was purchased by subscription; the grading was done by the able-bodied inmates of the Willard Insane Asylum, pursuant to an act, chapter 862, Laws of 1882. The roadbed was then leased to the Geneva, Ithaca and Sayre Railroad Company, said road to iron, fence and operate said road. Said company have conformed to the requirements of the lease and are now operating the road.

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	400	\$40,000
Issued for actual cash and now outstanding	41	4,100

Cost of Road.

Total cost up to
June 30, 1882.

Land and land damages..... \$3,278 58

Officers of the Company.

Name.	Title.	Official Address.
JAMES B. THOMAS.....	President	Ovid, N. Y.
WILLIAM JONES.....	Treasurer	Ovid, N. Y.
JOHN F. COVERT.....	Secretary	Ovid, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE W. JACACKS	Geneva, N. Y.
JAMES B. THOMAS	Ovid, N. Y.
WILLIAM JONES	Ovid, N. Y.
WILLIAM C. HAZLETON	Ovid, N. Y.
CHARLES V. SUTTON.....	Ovid, N. Y.
JOHN DENNISTON	Ovid, N. Y.
ALDEN HORTON.....	Ovid, N. Y.
JOHN F. COVERT.....	Ovid, N. Y.
SILAS M. KINNE	Ovid, N. Y.
HERMAN D. EASTMAN.....	Lodi, N. Y.
ABRAM B. JOHNSON.....	Hayts Corners, N. Y.
JOHN B. CHAPIN.....	Philadelphia, Pa.

Title of company, Hayts Corners, Ovid and Willard Railroad Company.
General offices at Ovid, N. Y.
Date of close of fiscal year, September 22.
For information concerning this report, address James B. Thomas, President.

HERKIMER, NEWPORT AND POLAND.

(Date of charter, June 29, 1860.)

Company organized under the general law according to chapter 140, Laws of 1850, passed April 2, 1850, and amendments thereto, authorizing the formation of railroad companies. In operation May 29, 1869.

Gauge of road changed from 3 feet 6 inches to 4 feet 8 inches, by authority of chapter 78, Laws of 1891, passed March 16, 1891.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	5,000	\$500,000	\$500,000
Number of stockholders.....			9

*Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading and masonry.....	\$138,691 01	\$304,075 93
Ballast.....	30,484 99	27,548 00
Bridges.....	65,180 87	82,281 01
Superstructure (including ties).....	49,860 94	95,417 61
Rails.....		116,401 89
Land and land damages.....	14,378 95	20,458 58
Fences.....	994 97	9,510 49
Passenger and freight stations.....	2,380 98	10,696 45
Engine and car houses.....	22,510 79	26,075 71
Shops, machinery and tools.....	1,475 76	3,799 08
Engineering expenses.....	3,911 79	8,930 71
Interest and discount charged to construction.....	18,688 87	18,688 87
Telephone line.....		220 70
Stationery.....	2,270 67	2,270 67
Salaries.....	6,252 43	6,252 42
Miscellaneous expenses.....	2,979 21	3,080 19
Track, tools and machinery.....	2,858 43	2,858 42
Total cost of road.....	\$345,865 09	\$652,744 91

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The change of gauge, change of line of roadway, erection of new buildings, bridges, etc., has practically wiped out the narrow gauge road and makes the present an entirely new line.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$55,439 65
Less operating expenses (excluding all taxes).....	37,741 13
Net earnings from operation.....	\$17,748 52
Income from other sources as follows, viz.:	
Car service (balance).....	2,295 69
Gross income from all sources.....	\$20,045 21
Deductions from income as follows, viz.:	
Interest on floating debt.....	\$48 00
Taxes on property used in operation of road.....	569 20
Taxes on earnings and capital stock.....	416 83
Taxes other than above.....	91 65
	1,425 21
Surplus for year ending June 30, 1892.....	\$18,620 00

*No equipment owned by the company; rolling stock in use being borrowed.

General Income Account.

Surplus for year ending June 30, 1892	\$18,620 00
Surplus to June 30, 1891	14,795 56
	<hr/>
	\$33,415 56
Less depreciation of equipment.....	23,940 45
	<hr/>
Total surplus June 30, 1892	<u>\$9,475 11</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....	.....	\$31,006 65	\$31,006 65
Passengers, all local.....	\$20,583 47	.....	20,583 47
Mail.....	815 88	.....	815 88
Express.....	2,610 87	.....	2,610 87
<i>Miscellaneous, as follows, viz.:</i>			
Sundry items	189 10	283 68	472 78
Total gross earnings.....	<u>\$24,199 82</u>	<u>\$31,290 33</u>	<u>\$55,489 65</u>

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of roadbed.....	\$2,963 59	\$4,445 40	\$7,408 99
Repairs of bridges (including culverts and cattle guards)	58 17	87 25	145 42
Repairs of stations, shops, docks, etc	283 98	425 95	709 91
Repairs of fences.....	48 65	65 47	109 12
Other expenses for maintenance of way and structures	85 41	128 12	213 53
Total	<u>\$3,434 78</u>	<u>\$5,152 19</u>	<u>\$8,586 97</u>

Maintenance of equipment :

Repairs of locomotives.....	\$414 26	\$621 88	\$1,035 64
Repairs of cars.....	2,525 73	1,549 86	4,075 59
Repairs of machinery and tools.....	635 69	953 53	1,589 22
Other expenses for maintenance of equipment.....	254 26	381 49	635 75
Total	<u>\$3,829 94</u>	<u>\$3,506 26</u>	<u>\$7,336 20</u>

Conducting transportation :

Wages of conductors and men.....	\$777 08	\$1,165 63	\$1,942 71
Wages of engineers and firemen.....	979 48	1,469 23	2,448 71
Fuel for locomotives	1,160 62	1,754 43	2,914 05
Oil and waste.....	104 64	156 98	261 62
Water supply.....	16 00	24 00	40 00
Other train supplies or expenses	91 41	187 11	278 52
Wages of station agents and clerks.....	717 92	1,076 89	1,794 81
Wages for labor at stations .....	.....	793 34	793 34
Station supplies	60 28	90 42	150 70
Wages of watchmen, flagmen and switchmen..	237 06	356 48	593 14
Other expenses for conducting transportation..	708 46	1,062 70	1,771 16
Total	<u>\$4,862 55</u>	<u>\$8,087 21</u>	<u>\$12,949 76</u>

General expenses :

Salaries of general officers and clerks.....	\$2,589 72	\$3,884 59	\$6,474 31
General office expenses and supplies.....	53 64	80 47	134 11
Stationery and printing	366 90	550 34	917 24
Outside agencies and advertising	118 41	.....	118 41
Legal expenses.....	177 37	266 07	443 44
Telegraph maintenance and operation.....	159 80	239 69	399 49
Other general expenses	152 48	228 72	381 20
Total	<u>\$3,618 32</u>	<u>\$5,249 88</u>	<u>\$8,868 20</u>
Grand total operating expenses.....	<u>\$15,745 59</u>	<u>\$21,995 54</u>	<u>\$37,741 13</u>

HERKIMER, NEWPORT AND POLAND.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$652,744 91
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	200 00
Assignment of mortgage on repair shop.....	800 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$12,781 07
Due by agents.....	2,442 96
Open accounts.....	10,018 08
Materials and supplies	9,109 70
	<u>34,296 81</u>
	<u>\$688,041 72</u>

LIABILITIES.

Capital stock	\$500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls.....	21,277 77
Open accounts	155,688 84
Sundries.....	800 00
Mortgage on repair shop.....	800 00
Profit and loss (surplus)	9,475 11
	<u>\$688,041 72</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	64,450
Number of passengers carried one mile.....	686,116
Number of tons of freight carried	85,338
Number of tons of freight carried one mile.....	489,286
Passenger train mileage.....	81,192
Freight tra'n mileage	12,410
Total train mileage.....	<u>43,602</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$24,199 82	\$15,745 59	\$8,453 78
Average p-r passenger carried.....	875	244	181
Average per passenger per mile	0853	1 229	0124
Average per passenger train per mile	776	505	271
Freight earnings and expenses (including miscellaneous earnings)	31,290 33	21,995 54	9,294 79
Average per ton of freight carried.....	885	622	268
Average per ton of freight per mile.....	0689	0449	019
Average per freight train per mile.....	2 52	1 77	75

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	8
Average rate received per mile per ton for carrying freight, all classes.....	6.34

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Herkimer to Poland, single track	16.4
Sidings and turnouts on main line	3.90
Grand total of tracks, sidings and turnouts.....	<u>20.3</u>
Laid with steel rail, main line.....	20.3

Average life of rails — steel, 15 years; average life of ties, 5 years; weight of rails per yard — steel, 75 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	18	<i>Feet.</i> 1,214
Wooden bridges.....	2	125
Total	20	1,339

Split switches and spring-rail frogs in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$79,600 00
Highway crossings at grade without protection.....	10
Highway crossings at grade protected by gates or flagmen	2

The cars running over road are heated by steam, lighted by kerosene lamps, 800° test oil, and ventilated by monitor roofs.

The company has a traffic arrangement with the American Express Company for business between Utica and points on the line by which the American Express Company receives two-thirds and the railroad company one third of gross receipts from such business.

Company receives \$815.87 per year for carrying three northward bound and three southward bound mails daily.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	493	1.39
Grain	516	1.46
Meat and provisions	1,711	4.81
Live stock	46	.13
Lumber and logs ,.....	9,501	26.89
Pig and bar iron and steel	2,148	6.06
Stone	7,386	20.91
Coal and coke	4,950	14.02
Petroleum and other oils	388	1.10
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State	545	1.54
All other manufactures.....	1,887	5.34
All other merchandise.....	854	2.42
All other agricultural products.....	1,838	5.20
All other articles not included above	3,075	8.71
Total.....	35,338	100

EMPLOYES.

Average number of persons employed (including officials) during the year.....	43
Aggregate amount of salaries and wages paid them during the year	\$18,366 04

Officers of the Company.

Name.	Title.	Official Address.
W. SEWARD WEBB	President.....	New York city.
JAMES W. HUSTED*	Vice-President.....	Peekskill. N. Y.
FRANK G. SMITH	Treasurer	New York city.
W. N. ROBERTS	Chief Engineer.....	Herkimer, N. Y.
HENRY L. SPRAGUE.....	General Counsel.....	New York city.

* Deceased.

Directors of the Company.

<i>Names.</i>	<i>Residence.</i>
W. SEWARD WEBB	New York city.
FRANK G. SMITH.....	New York city.
ARTHUR G. LEONARD	New York city.
JAMES EAGEN.....	New York city.
CHAS. H. BENNETT	New York city.
WILLIAM L. CARDEN	New York city.
ARTHUR H. GODFREY.....	New York city.
HENRY L. SPRAGUE.....	New York city.
C. D. FLAGG.....	New York city.

Title of Company, Herkimer, Newport and Poland Railway Company.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in March.

For information concerning this report, address Thomas E. Merritt, Auditor, 51 East Forty-fourth street, New York city.

ISLAND.

(Date of charter, September 1, 1883.)

This corporation was organized under chapter 140 of the Laws of 1880, and the acts amendatory thereof and supplementary thereto. The certificate of incorporation was filed September 1, 1883.

The railroad of this company is operated in connection with certain coal docks owned by it, and situated between Blackwell canal, in the city of Buffalo, and Buffalo river.

Thus far it has been used altogether for the transportation of coal brought to Buffalo by other corporations, and whose cars have run over the tracks of this company.

This company has no cars of its own, all used by it having been supplied by other corporations with whose tracks it makes connections.

Its equipment consists of one locomotive.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	2,500	\$250,000
Issued for actual cash.....	100	\$10,000
Issued for property.....	1,900	190,000
Total now outstanding.....	2,000	\$200,000
Number of stockholders	14	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	TERM, YEARS.		INTEREST When payable.	Amount authorized.	Amount outstanding.
		Term.	Rate.			
*General mortgage bonds	Nov 1, 1883	40	6 ^p / ₁₀₀	Semi-annually	\$400,000	\$400,000

† Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Cost of road.	\$599,000 00
Equipment—locomotive.....	6,500 00
Total cost of road and equipment.....	\$605,500 00

* The foregoing bonds, together with 1,900 shares of stock, were issued in payment for property in the city of Buffalo, conveyed to said corporation and now owned by it.

† The corporation is unable to separate the cost of its road into items, as the property acquired was that of a completed railroad. The entire cost of superstructure, including rails, was \$151,000; for land, land damages and fences, \$418,000. There have been no additions or betterments during year ending June 30, 1892.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$54,084 07
Less operating expenses (excluding all taxes).....	27,152 00
Net earnings from operation	\$26,882 07
<i>Income from other sources as follows, viz.:</i>	
Rentals	257 50
Gross income from all sources	\$27,139 57
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$24,000 00
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	12,098 04
	36,098 04
Deficit for year ending June 30, 1892	\$8,958 47

General Income Account.

Deficit for year ending June 30, 1892.....	\$8,958 47
Deficit up to June 30, 1891.....	14,849 97
Total deficit June 30, 1892.....	\$23,808 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Miscellaneous, handling coal	\$54,084 07
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of trestle.....	\$1,378 45
Repairs of docks, etc.....	1,505 98
Total.....	\$2,884 88

Maintenance of equipment:

Repairs of locomotive.....	\$89 44
Repairs of machinery and tools	315 68
Total	\$405 12

Conducting transportation :

Wages of engine crew	\$1,872 27
Fuel for locomotive and engines.....	508 66
Oil and waste.....	78 67
Water supply.....	21 25
Wages paid for handling coal	18,949 08
Total.....	\$21,421 93

General expenses :

Salaries of general officers and clerks.....	\$1,390 00
General office expenses and supplies.....	45 10
Stationery and printing.....	47 75
Other general expenses	1,027 72
Total	\$2,440 57

Grand total operating expenses.....	\$27,152 00
-------------------------------------	-------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$500,000 00
Cost of equipment	6,500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	496 94
Open accounts	2,034 41
Profit and loss (deficiency).....	23,308 44
	\$631,329 8

LIABILITIES.	
Capital stock	\$300,000 00
Funded debt.....	400,000 00

Current liabilities, as follows, viz.:

Open accounts	51,329 89
	<u>\$651,329 89</u>

Description of Road and Equipment.

TRACK.		Feet owned, all in N. Y. State.
Main line authorized from terminal point to terminal point.....		710 feet.
Sidings and turnouts on main line.....		5,330 feet.
Grand total of tracks, sidings and turnouts.		<u>6,040 feet.</u>

Laid with steel rail, main line	710 feet.
Laid with steel rail, sidings.....	5,330 feet.

BRIDGES.		Entire line in N. Y. State.
Wooden trestle.....		1

EQUIPMENT.		
Locomotives, 6 drivers		1

Miscellaneous Statistics.

ITEM.		
Total assessed value of real estate and personal property of company.....		\$456,970 00

The company handles cars of any corporation desiring to unload coal at its docks.

DESCRIPTION OF FREIGHT MOVED.

ITEM.		Tonnage.
Coal		225,465

EMPLOYEES.

Average number of persons employed (including officials) during year.....	42
Aggregate amount of salaries and wages paid them during year.....	\$21,420 85

Officers of the Company.

Name.	Title.	Official Address.
E. H. MEAD.....	President.....	1 Broadway, N. Y. city.
SAMUEL THORNE.....	Vice-President	1 Broadway, N. Y. city.
WM. E. STREET.....	Secretary and Treasurer.....	1 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
E. H. MEAD	South Orange, N. J.
W. E. STREET	Darien, Conn.
SAMUEL THORNE.....	New York city.
GEO. W. QUINTARD.....	New York city.
THOS. HODGSON.....	Buffalo, N. Y.
FRANKLIN SELLICK	Buffalo, N. Y.
H. L. TERHUNE.....	Mount Clair, N. J.

For information concerning this report address Thomas Hodgson, General Superintendent, 237 Washington street, Buffalo, N. Y.

KAATERSKILL

(Date of charter, November 23, 1862.)

The Kaaterskill railroad was organized November 23, 1862, under the act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations," etc., passed April 2, 1860, and the amendments thereof known as chapter 560, Laws of 1871, and chapter 193, Laws of 1879, for the purpose of constructing a narrow gauge railroad from Annerville Junction, N. Y., to Kaaterskill Station, N. Y. This road was constructed chiefly to convey the summer passenger traffic to the mountains and is operated only during the summer months.

Capital Stock and Funded Debt.

CAPITAL STOCK

	COMMON	
	Number of shares	Total par value
Authorized by law or charter issued for actual cash and now out standing	1,000	\$100,000
Number of stockholders		10

FUNDED DEBT

DESIGNATION OF LIEN	Date	Term, years	INTEREST		Amount authorized	Amount outstanding	Cash realized on amount outstanding
			Rate	When payable			
First mortgage bonds	Jan. 1, 1885	30	6	Jan. 1, July 1	\$60,000	\$60,000	\$60,000

Cost of Road and Equipment.

	1891	Total cost up to June 30, 1892.
Grading masonry and ballast		\$79,103.79
Bridges		20,002.64
Superstructure and fixtures		12,010.01
Rails		24,235.82
Land and buildings and fixtures		6,507.79
Passenger and freight stock cars		6,650.48
Engines and cars		1,016.40
Stops, machinery and tools		307.19
Fuel and water		444.99
Engineering expenses		3,671.40
Total cost of road		\$148,009.37
	Equipment	
Locomotives		\$19,034.76
Passenger cars		6,106.25
Mail, express and freight cars		3,000.00
Freight and other cars		221.29
Total cost of equipment		\$28,362.30
Grand total cost of road and equipment		\$176,371.67

Income Account for Year Ending June 30, 1892

Gross receipts from operations	\$14,351.45
Less operating expenses and general taxes	9,467.53
Gross receipts from other sources	\$4,883.62
Interest on funded debt	\$5,600.00
Taxes on property	588.90
Taxes on income	17.17
Taxes on franchise	97.44
Loss on sale of property	1,280.00
	5,882.60
Deficit for year ending June 30, 1892	\$498.98

General Income Account.

Deficit for year ending June 30, 1892	\$498.98
Deficit for year ending June 30, 1891	7,662.87
Total deficit for year ending June 30, 1892	\$8,161.85

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local .....	.....	\$2,795 99	\$2,795 99
Passengers, all local	\$10,757 22	.....	10,757 22
Mail.	124 71	.....	124 71
Express	848 75	.....	848 75
<i>Miscellaneous, as follows, viz.:</i>			
Engine service	259 82	64 96	324 78
Total gross earnings	\$11,490 50	\$2,860 95	\$14,351 45

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed	\$1,796 09	\$449 03	\$2,245 12
Repairs of bridges (including culverts and cattle guards)	8 42	2 11	10 53
Repairs of stations, shops, docks, etc.	44 41	11 11	55 52
Repairs of fences	5 92	1 49	7 41
Total	\$1,854 84	\$463 74	\$2,318 58
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$297 24	\$74 32	\$371 56
Repairs of cars	362 91	.....	362 91
Repairs of machinery and tools	1 63	41	2 04
Total	\$661 78	\$74 73	\$736 51
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,234 66	\$308 67	\$1,543 33
Wages of engineers and firemen	1,042 25	260 57	1,302 82
Fuel for locomotives	1,103 49	275 88	1,379 37
Oil and waste	34 39	8 60	42 99
Water supply	96 24	24 06	120 30
Other train supplies or expenses	5 96	1 50	7 46
Wages of station agents and clerks	611 10	152 78	763 88
Wages for labor at stations	89 72	22 43	112 15
Station supplies	4 36	1 10	5 46
Total	\$4,222 17	\$1,055 59	\$5,277 76
<i>General expenses:</i>			
Salaries of general officers and clerks	\$663 98	\$166 00	\$829 98
General office expenses and supplies	30 40	7 60	38 00
Stationery and printing	43 48	10 88	54 36
Outside agencies and advertising	104 84	27 22	132 06
Legal expenses	32 30	8 06	40 36
Loss and damage of freight and baggage	96	24	1 20
Damage to cattle and property	28 00	7 00	35 00
Total	\$907 96	\$227 02	\$1,134 98
Grand total operating expenses	\$7,646 75	\$1,821 08	\$9,467 83

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road		\$148,009 37
Cost of equipment		28,362 30
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$6,381 63	
Due by agents	1,785 24	
Open accounts	726 03	
Materials and supplies	2,173 60	
Profit and loss (deficiency)		11,066 49
		8,161 85
		<u>\$195,600 01</u>

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock	\$100,000 00
Funded debt	60,000 00

Current liabilities as follows, viz.:

Audited vouchers and pay-rolls	\$17,600 01	
Loans and bills payable	18,000 00	
		35,600 01
		<u>\$195,600 01</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	27,334
Number of passengers carried one mile	149,268
Number of tons of freight carried	8,186
Number of tons of freight carried one mile	16,332
Passenger train mileage	13,280

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$11,490 50	\$7,646 75	\$3,843 75
Average per passenger carried	42	28	14
Average per passenger per mile	077	051	026
Average per passenger train per mile	1 08	72	36
Freight earnings and expenses (including miscellaneous earnings)	2,800 95	1,821 08	1,039 87
Average per ton of freight carried	912	581	331
Average per ton of freight per mile	1752	1115	0637
Average per freight train per mile	1 08	69	39

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	7.206
Average rate received per mile per ton for carrying freight, all classes	17.119

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Kaaterskill junction to Kaaterskill station, single track	7.50
Sidings and turnouts on main line .....	.25
Total of tracks, sidings and turnouts	<u>7.75</u>

Laid with steel rail, main line	7.50
Laid with steel rail, sidings .....	.25

Average life of rails—steel, 20 years; average life of ties, 7 years; weight of rails per yard—steel, 40 lbs.; gauge of track, 3 feet; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	1	<u>Feet.</u> 140
Wooden trestles	10	1,120
Total	11	<u>1,260</u>

Description of Road and Equipment - (Continued).

Equipment.	Number owned.	Average cost of each	Maximum weight of each in lbs.	Average life of each in yrs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, & drivers.....	2	\$9,400	60,000	18	2	.....
First-class passenger cars.....	2	\$3,000	29,000	16	2	2
Baggage, mail and express cars.....	2	1,500	19,000	16	2	2
Total.....	4	.....	.....	.....	4	4
Service cars.....	4	\$25	400	9	.....	.....

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler; freight cars with ordinary link and pin and hand brake. Stub switches are used on the entire line.

Miscellaneous Statistics.

ITEM.	Entire line in New York State.
Total assessed value of real estate and personal property of company.....	\$41,063 00
Highway crossings at grade without protection.....	5

Road operated during summer months only; passenger cars are lighted by oil lamps and ventilated by deck roof and over-door ventilators.

The American Express Company does business on this road; pays for general merchandise 17½ cents per 100 lbs.; perishable freight 10 cents per 100 lbs.

The company receives from the government for carrying the mails \$348.88 per annum or \$48.61 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	386	9.12
Grain.....	487	15.53
Meats and provisions.....	86	2.74
Lumber.....	333	10.68
Pig and bar iron and steel.....	120	4.21
Coal and coke.....	417	13.80
Petroleum and other oils.....	63	1.69
Manufactures.....	303	12.53
All other merchandise.....	605	22.16
All other agricultural products.....	43	1.53
All other articles not included above.....	208	6.57
Total.....	3,136	100

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	39
Aggregate amount of salaries and wages paid them during the year.....	\$5,871 49

Officers of the Company.

Name.	Title.	Official Address
EDWIN YOUNG.....	President.....	Rondout, N. Y.
SAMUEL A. DIMMICK.....	Vice-President.....	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent.....	Rondout, N. Y.
H. B. JONES.....	Secretary and Treasurer.....	Rondout, N. Y.
N. A. SIMS.....	General Freight and Passenger Agent...	Rondout, N. Y.

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.

Name.	Residence.
EDWIN YOUNG	Albany, N. Y.
ALBERT CARDOZA	New York city.
GEORGE J. HARDING	Philadelphia, Pa.
GEORGE HARDING	Philadelphia, Pa.
SAMUEL G. DIMMICK	Kingston, N. Y.
JAMES H. JONES	Rondout, N. Y.
R. B. JONES	Rondout, N. Y.

Title of company. Kaaterskill Railroad Company.

General office at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday of February.

For information concerning this report, address R. B. Jones, Treasurer.

KANONA AND PRATTSBURGH.

(Date of charter, April 2, 1886.)

The work of construction was started on July 30, 1888, and finished October, 1889.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,200	\$120,000	.....
Issued for actual cash and now outstanding....	120	12,000	\$12,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Apr. 8, 1888	30	p.c. 5	Semi-annually	\$192,000	\$192,000	*

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....		.....	\$49,128 24
Bridges and trestles.....		.....	5,037 88
Superstructure (including ties).....		.....	14,152 08
Rails .....		.....	36,589 27
Land and land damages . . . . .		.....	20,568 70
Fences		\$1,430 88	1,430 88
Passenger and freight stations, engine and car houses.....		.....	4,100 00
Engineering expenses.....		.....	10,394 40
Total cost of road.....		\$1,430 88	\$141,430 88
EQUIPMENT.			
Freight and other cars		\$2,496 97	\$2,496 97
Grand total cost of road and equipment.....		\$3,927 85	\$143,927 85

* These bonds are not sold but are hypothecated by the company.

KANONA AND PRATTSBURGH.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$15,246 60
Less operating expenses (excluding all taxes).....	9,869 59
Gross income from all sources	\$5,377 01
Deductions from income, as follows, viz.:	
Taxes.....	643 54
Surplus for year ending June 30, 1892.....	\$4,734 47

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$9,103 08	\$9,103 08
Passengers, all local	\$4,898 77		4,898 77
Hall	541 20		541 20
Express	945 58		945 58
Miscellaneous, as follows, viz.:			
Resulting from car mileage, leases of build- ings, etc.....	463 97		463 97
Total gross earnings	\$6,144 52	\$9,103 08	\$15,246 60

OPERATING EXPENSES.

Maintenance of way and structures.....	\$3,442 89
Maintenance of equipment:	
Repairs of locomotives.....	\$400 00
Repairs of cars	206 58
Total	\$606 58
Conducting transportation:	
Wages of conductors, men, engineers and firemen.....	\$1,603 10
Fuel for locomotives.....	1,497 30
Oil and waste.....	331 30
Other train supplies or expenses.....	210 00
Total.	\$3,641 70
General expenses:	
Salaries of general officers and clerks.....	\$3,099 56
General office expenses and supplies	877 37
Stationery and printing	199 00
Total	\$4,176 93
Grand total operating expenses: passenger, \$4,578.73; freight, \$5,320.85.....	\$9,909 59

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$141,490 88
Cost of equipment.....	2,496 97
Current assets, as follows, viz.:	
Cash on hand.....	\$330 07
Open accounts.....	96 87
Materials and supplies.....	987 50
	1,314 44
	\$145,258 29

LIABILITIES.

Capital stock.....	\$10,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay-rolls	\$961 12
Open accounts	290 34
Loans and bills payable.....	100,000 00
Sundry.....	37,897 36
	138,518 82
Profit and loss (surplus)	4,734 47
	\$145,258 29

* Traffic and Mileage Statistics.

ITEM.	All local
Number of passengers carried	13,47
Number of passengers carried one mile.....	1,125
Number of tons of freight carried	12,263
Number of tons of freight carried one mile.....	1,115
Mixed train mileage.....	12,400

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$6,144 52	.....	.....
Average per passenger carried.....	3634	\$0 8340	\$0 0294
Average per passenger per mile	8945	.....	.....
Average per passenger train per mile.....	8945	.....	.....
Freight earnings and expenses (including miscellaneous earnings)	9,102 08	9,869 59	5,877 01
Average per ton of freight carried.....	7423	40	8493
Average per ton of freight per mile....	0649	.....	.....
Average per freight train per mile.....	0649	.....	.....

ITEM.	All local
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	23.40
Average rate received per mile per ton for carrying freight, all classes.....	40.00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Kanona to Prattsburgh, single track	11.44
Sidings and turnouts on main line .....	.50
Grand total of tracks, sidings and turnouts.....	11.94

Average life of rails — steel, 12 years; average life of ties, 10 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	9	Feet. 223

EQUIPMENT.	No leased.	Average cost of each	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	1	\$5,500	20,000	1
Passenger, baggage, mail and express cars	1	\$3,500	.....	1
Box freight cars.....	6	\$500	.....	.....
Flat freight cars.....	6	300	.....	.....
Total.....	12	.....	.....	.....

Passenger car is equipped with Westinghouse air brake; freight cars with the hand brake. Split switches used on road.

* Printed as reported; evidently incorrect.—Railroad Commissioners.

Miscellaneous Statistics.

Entire line in
N. Y. State.

Highway crossings at grade without protection 3

Passenger car is heated by stove, lighted by lamps (kerosene oil) and ventilated by windows and ventilators in roof.

Wells-Fargo Express Company runs over road and allows 10 cents per 100 lbs. on freight and 10 per cent of the gross earnings.

The United States government allows us for transportation of mails \$42.75 per mile on an average of 211 lbs. per day; if more, are allowed in proportion.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Corn and bran.....	70
Grain.....	4,590
Live stock.....	280
Hogs and bark.....	790
Coal and coke.....	1,290
Manufactures.....	1,708
All other agricultural products.....	3,560
All other articles not included above.....	100
Total.....	12,268

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 18

Aggregate amount of salaries and wages paid them during the year..... \$6,618 00

Name.	Title.	Official Address.
A. E. GODEFFROY.....	President.....	45 Broadway, New York city.
MARTIN PINNEY.....	Vice-President.....	Prattsburgh, N. Y.
JAY K. SMITH.....	Secretary.....	Prattsburgh, N. Y.
A. K. SMITH.....	Treasurer.....	Prattsburgh, N. Y.

Name.	Residence.
A. E. GODEFFROY.....	New York city.
MARTIN PINNEY.....	Prattsburgh, N. Y.
JAY K. SMITH.....	Prattsburgh, N. Y.
A. K. SMITH.....	Prattsburgh, N. Y.
J. H. FOSTER.....	New York city.
CHAS. O. THOMPSON.....	New York city.
CHAS. KIMBALL.....	New York city.

Title of company, The Kanona and Prattsburgh Railroad Company.

General offices at Prattsburgh, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, April 20.

For information concerning this report, address A. E. Godeffroy, President, 45 Broadway, New York city. .

KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN.

(Date of charter, April 4, 1899.)

The Keeseville, Ausable Chasm and Lake Champlain Railroad Company was organized April 2, 1899, under the General Railroad Act of 1840 and amendments thereto, for the purpose of constructing a line of railroad about six miles in length from Keeseville to Port Kent by way of Ausable Chasm, meeting the New York and Canada division of the Delaware and Hudson Canal Company Railroad on Lake Champlain.

By chapter 261, Laws of 1899, this company is authorized to collect fares from passengers not exceeding six cents per mile or any fraction of a mile.

Active operations of trains were commenced May 26, 1890.

Capital Stock and Funded Debt.		
CAPITAL STOCK.		
	COMMON STOCK.	
	Number of shares.	Total par value.
Authorized by law or charter.....	6,000	\$60,000
Issued for actual cash and now outstanding.....	3,071	30,710
Number of stockholders.....		91

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on am't outstand- ing.
			Rate.	When payable.			
First mort. bonds...	Dec. 1, 1889	20	p.c. 6	June & Dec.	\$80,000	\$80,000	\$0,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$2,150 64
Bridges .....	.....	11,623 29
Superstructure (including ties) .....	.....	8,544 78
Rails .....	.....	11,751 33
Land .....	.....	350 00
Land damages .....	.....	1,621 11
Passenger and freight stations	\$211 74	2,150 73
Engine and car houses .....	.....	576 07
Shops, machinery and tools .....	.....	225 35
Fuel and water stations .....	.....	208 09
Interest and discount charged to construction .....	.....	50 00
Road built by contract, grading, masonry and fencing .....	.....	16,500 00
Telegraph line .....	.....	375 90
Total cost of road	\$211 74	\$56,127 49
EQUIPMENT.		
Passenger cars	\$825 00	\$2,337 50
Transfer wagon .....	.....	147 95
Total cost of equipment	\$825 00	\$2,485 45
Grand total cost of road and equipment	\$1,036 74	\$58,612 94

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Coal sheds built	\$211 74
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$14,668 82
Less operating expenses (excluding all taxes)	13,315 03
Net earnings from operation	\$1,353 79
<i>Income from other sources, as follows, viz.:</i>	
Interest	\$81 84
Sales of coal	729 54
	761 38
Gross income from all sources	\$2,115 17
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,950 00
Rentals	500 01
Taxes on property used in operation of road	32 83
Taxes on earnings and capital stock	81 56
Taxes other than above	27 40
	2,591 80
Deficit for year ending June 30, 1892	\$476 63

KENNEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN. 295

General Income Account.

Deficit for year ending June 30, 1899	\$476 68
Deficit up to June 30, 1891	1,291 91
Total deficit June 30, 1899	<u>\$1,768 59</u>

DETAILED STATEMENT OF RENTALS.

Engine rented, Delaware and Hudson Canal Company	\$600 01
--	----------

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local.....		\$5,757 84	\$5,757 84
Passengers, all local.....	\$8,069 29		8,069 29
Mail	351 78		351 78
Express	480 00		480 00
Total gross earnings.....	<u>\$8,910 06</u>	<u>\$5,757 84</u>	<u>\$14,668 90</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$432 94	\$247 61	\$680 55
Steel rails laid.....	1,360 97	630 51	1,991 48
Repairs of roadbed	533 51	198 16	731 67
Repairs of bridges, (including culverts and cattle-guards).....	37 55	18 79	56 34
Repairs of stations, shops, docks, etc.....	41 98	20 95	62 93
Repairs of fences.....	29 68	90 95	120 63
Other expenses for maintenance of way and structures.....	40 43	132 79	173 22
Total	<u>\$2,577 00</u>	<u>\$1,330 76</u>	<u>\$3,907 76</u>

Maintenance of equipment:

Repairs of locomotives.....	\$213 28	\$108 78	\$322 06
Repairs of cars	117 25	41 91	159 16
Other expenses for maintenance of equipment.....	165 00		165 00
Total	<u>\$495 53</u>	<u>\$150 69</u>	<u>\$646 22</u>

Conducting transportation :

Wages of conductors and men.....	\$732 68	\$408 14	\$1,140 82
Wages of engineers and firemen.....	841 25	451 48	1,292 73
Fuel for locomotives	2,238 00	1,194 91	3,432 91
Oil and waste	262 25	166 43	428 68
Other train supplies or expenses.....	6 00		6 00
Wages of station agents and clerks.....	843 50	447 50	1,291 00
Wages for labor at stations		7 12	7 12
Station supplies	25 12	87 58	112 70
Wages of watchmen, flagmen and switchmen..	206 00	143 00	349 00
Other expenses for conducting transportation..	557 04	172 13	729 17
Total	<u>\$5,768 98</u>	<u>\$3,011 26</u>	<u>\$8,780 24</u>

General expenses :

General office expenses and supplies.....	\$11 00		\$11 00
Stationery and printing	73 94	\$45 14	119 08
Outside agencies and advertising	18 00		18 00
Loss and damage of freight and baggage		4 12	4 12
Telegraph maintenance and operation	4 85	4 85	9 70
Hire of cars of other companies (debit balance).....	140 00	44 64	184 64
Other general expenses	84	61	145
Total	<u>\$247 69</u>	<u>\$90 76</u>	<u>\$338 45</u>
Grand total operating expenses.....	<u>\$8,784 14</u>	<u>\$4,530 89</u>	<u>\$13,315 03</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$56,127 40
Cost of equipment		2,486 45
Current assets, as follows, viz.:		
Cash on hand.....	\$1,708 20	
Due by agents.....	603 56	
Open accounts.....	559 93	
Materials and supplies.....	616 37	
		3,488 06
Profit and loss (deficiency).....		1,708 54
		\$33,800 54
LIABILITIES.		
Capital stock		\$30,710 00
Funded debt.....		30,000 00
Current liabilities as follows, viz.:		
Interest on funded debt due and accrued.....	\$150 00	
Open accounts.....	3,009 54	
		3,159 54
		\$63,869 54

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	26,912
Number of passengers carried one mile.....	151,788
Number of tons of freight carried	9,480
Number of tons of freight carried one mile	58,467
Train mileage, mixed	26,384

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$8,910 98	\$8,784 14	\$126 84
Average per passenger carried.....	331	326	005
Average per passenger per mile	0587	0579	0008
Freight earnings and expenses (including miscellaneous earnings)	5,757 84	4,530 80	1,226 95
Average per ton of freight carried	607	478	129
Average per ton of freight per mile	108	085	023

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.. ..	5.43
Average rate received per mile per ton for carrying freight, all classes.....	9.5

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.
Main line from Port Kent to Keesville, single track.....	5.64
Sidings and turnouts on main line.....	.32
Grand total of tracks, sidings and turnouts.....	5.96
Laid with steel rail, main line.....	1.06
Laid with iron rail, main line.....	4.88
Weight of rail per yard — steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 230
Wooden bridges.....	8	60
Wooden trestles.....	4	736
Total	13	1,026

KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN. 297

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars.....	2	2	2

Air and hand brake and patent and link couplers used on this road. There are three point switches on main line and four stub switches on sidings.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	5.75
Cost of real estate now held by company, exclusive of that used in operation....	\$3,500 00
Total assessed value of real estate and personal property of company,.....	5,000 00
Length of steel rails laid during year in repairs	1.08
Highway crossings at grade without protection	5

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by raised roof ventilators.

National Express runs over this road; service rendered at \$40 per month.
Mails are carried for sub-contractor.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	310.28
Grain	101.40
Meat and provisions.....	457.57
Live stock.....	1.50
Lumber.....	681.41
Pig and bar iron and steel.....	1,320.97
Coal and coke	2,339.26
Petroleum and other oils.....	214.97
Shipments of manufactured goods received by railroad companies within this state from manufactories within this State.....	2,026.76
All other merchandise.....	318.89
All other articles not included above.....	1,711.86
Total	9,479.87

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	16
Aggregate amount of salaries and wages paid them during the year.....	\$4,125 56

Officers of the Company.

Name.	Title.	Official Address.
EDMUND K. BABER	President.....	Keeseeville, N. Y.
RUFUS PRESCOTT.....	Vice-President.....	Keeseeville, N. Y.
CHAS. M. HOPKINS	Treasurer.....	Keeseeville, N. Y.
ADELBERT W. BOYNTON	Secretary and Passenger Agent.....	Keeseeville, N. Y.
CONANT S. TAYLOR	General Manager.....	Keeseeville, N. Y.

Directors of the Company.

Name.	Residence.
RUFUS PRESCOTT	Keeseeville, N. Y.
EDMUND K. BOMEYN.....	Keeseeville, N. Y.
GEO. H. KINGSLAND	Keeseeville, N. Y.
CONANT S. TAYLOR	Keeseeville, N. Y.
RICHARD HOAG.....	Keeseeville, N. Y.
CHARLES M. HOPKINS	Keeseeville, N. Y.
HERMAN H. FORRENCE.....	Keeseeville, N. Y.
EDMUND K. BABER.....	Keeseeville, N. Y.
HENRY M. MOULD	Keeseeville, N. Y.
ADELBERT W. BOYNTON	Keeseeville, N. Y.
CHARLES F. TABOR.....	Keeseeville, N. Y.
THOS. S. COOLIDGE	Glens Falls, N. Y.
LOUIS S. CRANDALL.....	Troy, N. Y.

Title of company, The Keeseeville, Ausable Chasm and Lake Champlain Railroad Company.
General offices at Keeseeville, Essex county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in April.
For information concerning this report, address Chas. M. Hopkins, Treasurer.

KINDERHOOK AND HUDSON.

(Date of charter, January 6, 1889.)

The Kinderhook and Hudson Railway Company with a capital of \$170,000, was incorporated under and in pursuance of an act of the Legislature of the State of New York entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

Capital Stock and Funded Debt.

CAPITAL STOCK.

		COMMON	
		Number of shares	Total par value
Authorized by law and charter		1700	\$170,000
Issued for cash		17	\$1,700
Issued in payment of construction		1683	168,300
Total now outstanding		1700	\$170,000

Funded Debt.

DESIGNATION OF DEBT	Date	Interest rate	INTEREST		Amount authorized	Amount outstanding
			When payable			
First mortgage bonds	Dec 1889	5%	Jan & Dec		\$375,000	\$375,000

Cost of Road and Equipment.

Total cost up to June 30, 1892

Purchase of construction material and equipment \$537,852 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operations	\$47,232 35
Less operating expenses, excluding taxes	22,908 61
Net earnings from operations	\$24,323 74
Income from other sources, as follows:	
Real estate	\$ 700 00
Sale of assets	438 00
	2,138 00
Income from other sources	\$26,461 74
Debit to other sources, as follows:	
Interest on funded debt	\$17,425 00
Rentals	500 00
Taxes on property	674 30
	35,199 30
Surplus from operations	\$1,417 44

General Income Account.

Surplus from operations	\$1,417 44
Surplus from other sources	18,887 18
Interest on funded debt	6,050 97
Total income	\$26,355 59
Debit to other sources, as follows:	
Bond interest	\$7,500 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local .....	.....	\$26,624 22	\$26,624 22
Passengers, all local	\$18,893 01	.....	18,893 01
Mail	857 84	.....	857 84
Express	519 88	.....	519 88
<i>Miscellaneous, as follows, viz.:</i>			
Mileage .....	.....	255 94	255 94
Sundries	81 96	.....	81 96
Total gross earnings	\$20,852 19	\$26,880 16	\$47,232 35

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$1,892 35	.....	\$1,892 35
Repairs of roadbed	1,048 13	.....	1,048 13
Repairs of bridges (including culverts and cattle-guards)	54 58	.....	54 58
Repairs of stations, shops, docks, etc.	1 58	.....	1 58
Repairs of fences	122 99	.....	122 99
Total	\$2,614 63	.....	\$2,614 63
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$320 18	\$320 17	\$640 35
Repairs of cars	436 28	517 86	953 64
Repairs of machinery and tools	61 79	61 80	123 59
Total	\$818 25	\$899 83	\$1,717 58
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,198 27	\$1,198 26	\$2,396 53
Wages of engineers and firemen	1,695 84	1,695 84	3,391 68
Fuel for locomotives	2,372 75	2,372 76	4,745 51
Oil and waste	329 18	329 19	658 37
Other train supplies or expenses	276 35	276 35	552 70
Wages of station agents and clerks	805 39	805 39	1,610 78
Station supplies	107 07	107 07	214 14
Wages of watchmen, flagmen and switchmen ..	654 94	.....	654 94
Other expenses for conducting transportation ..	266 61	102 60	369 21
Total	\$7,706 40	\$6,887 46	\$14,593 86
<i>General expenses:</i>			
Salaries of general officers and clerks	\$2,809 10	.....	\$2,809 10
General office expenses and supplies	305 06	.....	305 06
Stationery and printing	663 32	.....	663 32
Legal expenses	13 00	.....	13 00
Mileage of cars of other companies (debit balance)	11 22	.....	11 22
Other general expenses	80 85	.....	80 85
Total	\$3,862 54	.....	\$3,862 54
Grand total operating expenses	\$15,021 82	\$7,786 79	\$22,808 61

General Balance Sheet June 30, 1892

ASSETS.

Cost of road and equipment	\$587,852 68
<i>Other permanent investments, as follows, viz.:</i>	
Bonds of this company	172,500 00
Real estate	1,100 00
Open accounts	80 50
	\$711,483 18

LIABILITIES.	
Capital stock	\$170,000 00
Funded debt.....	875,000 00
Current liabilities as follows, viz.:	
Interest on funded debt due and accrued.....	12,727 50
Open accounts.....	39,642 83
Loans and bills payable	92,186 82
Cash, overdraft....	570 56
Profit and loss (surplus).....	21,855 47
	\$711,483 18

Traffic and Mileage Statistics.	
ITEM.	All local.
Number of passengers carried.....	64,107
Number of passengers carried one mile.....	492,598
Number of tons of freight carried	37,275
Number of tons of freight carried one mile.....	469,876
Passenger train mileage.....	39,639
Freight train mileage	11,330
Total train mileage.....	50,969

Description of Road and Equipment.	
	Miles owned, all in N. Y. State.
Main line authorized from Niverville to Hudson Junction, single track.....	16.23
Sidings and turnouts on main line	2.
Grand total of tracks, sidings and turnouts.....	18.23
Laid with steel rail, main line	16.23
Laid with steel rail, branches or other roads.....	2.
Average life of rails — steel, 15 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	4	Feet. 398
Wooden bridges	1	20
Total.....	5	418

EQUIPMENT.	No. owned.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	80,000	17	3	3
First-class passenger cars	2	38,000	.....	2	2
Baggage, mail and express cars	1	36,000	.....	1	
Total	3	.....	.....	3	
Box freight cars.....	10	23,000	.....	.....	.....
Coal freight cars.....	2	20,000	.....	.....	.....
Flat freight cars	8	18,000	.....	.....	.....
Service cars.....	4	.....	.....	.....	.....
Total	24	.....	.....	.....	.....

Westinghouse brake used on passenger cars.
Clarke-Jeffrey split switches and steel rail frogs on road.

KINDERHOOK AND HUDSON.

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Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Road constructed and opened for business, during the year, miles	16.23
Cost of real estate now held by company, exclusive of that used in operation....	\$1,100 00
Highway crossings at grade without protection.....	20

Passenger cars are heated by stoves, lighted with coal oil and ventilated by side ventilators.

The United States pays \$857.84 per annum for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	86	.3
Grain	1,238	4.5
Meats and provis'ons	214	.7
Lumber	634	2.3
Pig and bar iron and steel	34	.1
Coal and coke.....	14,446	53.0
Petroleum and other oils	184	.4
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	8,758	14.0
All other manufactures	1,466	5.3
All other merchandise	1,926	7.1
All other agricultural products.....	2,700	9.8
All other articles not included above.....	644	2.5
Total.....	27,275	100

EMPLOYES.

Average number of persons employed (including officials) during year.....	83
Aggregate amount of salaries and wages paid them during year	\$10,839 00

Officers of the Company.

Name.	Title.	Official Address.
J. V. CLARKE.....	President	341½ Pine street, New York city.
J. MULLIN.....	Vice-President.....	Watertown, N. Y.
FRANK WALTS.....	Treasurer.....	Syracuse, N. Y.
JOHN R. PAWLING.....	Secretary	Watertown, N. Y.
J. W. BROWN.....	Superintendent	Hudson, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE B. PHELPS	Watertown, N. Y.
T. H. CAMP	Watertown, N. Y.
J. R. PAWLING	Watertown, N. Y.
H. H. RICE	Watertown, N. Y.
J. MULLIN.....	Watertown, N. Y.
E. M. GATES	Watertown, N. Y.
J. F. MOFFETT	Watertown, N. Y.
FRANK WALTS	Syracuse, N. Y.
J. V. CLARKE	New York city.
J. D. PARSONS	Albany, N. Y.
J. SPENCER HOSFORD	Kinderhook, N. Y.
O. G. STAPLE	Washington, D. C.
R. H. HUNTINGTON.....	Watertown, N. Y.

Title of company, The Kinderhook and Hudson Railway Company.

General offices at Hudson, N. Y.

Date of close of fiscal year, June, 80.

Date of stockholders' annual meeting, first Tuesday in January.

For information concerning this report address Frank Walts, Treasurer, Syracuse, N. Y.

LACKAWANNA AND SOUTHWESTERN.

REPORT OF M. S. BLAIR, RECEIVER.

Income Account for Year Ending June 30, 1893.

Gross earnings from operation	\$14,980 46
Less operating expenses (excluding all taxes)	14,910 64
Gross income from all sources.....	\$19 82
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	800 54
Deficit for year ending June 30, 1892.....	\$280 72

General Income Account.

Deficit for year ending June 30, 1892.....	\$280 72
Surplus up to June 30, 1891	709 18
Total surplus June 30, 1892.....	<u>\$488 41</u>

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local .....	.....	\$5,097 73	\$5,097 73
Passengers, through \$157 99			
Passengers, local..... 4,118 30	\$4,276 29	.....	4,276 29
Express	420 00	.....	420 00
Miscellaneous, as follows, viz.:			
Train collections	3,536 44	.....	3,536 44
Total gross earnings	\$8,232 73	\$5,097 73	\$14,900 46

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed.....	\$2,890 96	\$1,927 31	\$4,818 27
Repairs of bridges (including culverts and cattle guards)	871 08	247 38	618 46
Other expenses for maintenance of way and structures	170 86	113 90	284 76
Total	\$3,432 90	\$2,288 59	\$5,721 49
Maintenance of equipment:			
Repairs of locomotives.....	\$189 11	\$126 07	\$315 18
Repairs of cars.....	351 72	234 47	586 19
Repairs of machinery and tools.....	44 09	29 29	73 48
Total.....	\$584 92	\$389 83	\$974 85
Conducting transportation:			
Wages of conductors and men.....	\$908 92	\$605 94	\$1,514 86
Wages of engineers and firemen.....	736 42	490 94	1,227 36
Fuel for locomotives.....	591 65	394 43	986 08
Oil and waste	88 58	25 67	64 19
Other train supplies or expenses.....	45 14	30 09	75 23
Wages of station agents and clerks	8 6 30	570 86	1,427 16
Wages for labor and stations	115 90	77 27	193 17
Station supplies.....	22 14	18 75	46 89
Wages of watchmen, flagmen and switchmen...	871 05	247 37	618 42
Other expenses for conducting transportation..	554 69	369 80	924 49
Total	\$4,246 73	\$2,831 12	\$7,077 85
General expenses:			
Salaries of general officers and clerks	\$540 00	\$360 00	\$900 00
General office expenses and supplies	71 02	47 34	118 36
Stationery and printing.....	70 85	47 24	118 09
Total	\$781 87	\$454 58	\$1,136 45
Grand total operating expenses	\$8,946 42	\$5,964 22	\$14,910 64

Receiver's General Balance Sheet June 30, 1892.
ASSETS.

Current assets, as follows, viz.:	
Cash on hand.....	\$1,847 77
Open accounts.....	1,886 24
Materials and supplies.....	125 28
	<u>\$3,849 29</u>

LIABILITIES.

Current liabilities, as follows, viz.:

Audited vouchers and pay rolls.....	\$3,153 39
Open accounts.....	1,190 86
Due agents.....	11 91
Profit and loss (surplus).....	498 41
	<u>\$5,849 57</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....			94,408
Number of passengers carried one mile.....			171,316
Number of tons of freight carried.....	7,150	4,397	11,547
Number of tons of freight carried one mile....	84,774	50,653	135,427
Passenger train mileage.....			15,380
Freight train mileage.....			7,680
Total train mileage.....			<u>23,060</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$3,393 73	\$3,046 43	\$718 60
Average per passenger carried.....	32	30	04
Average per passenger per mile.....	04	03	01
Average per passenger train per mile.....	58	58	00
Freight earnings and expenses (including miscellaneous earnings) ..	6,097 73	6,064 22	Profit, 733 51
Average per ton of freight carried.....	58	51	07
Average per ton of freight per mile.....	049	044	005
Average per freight train per mile.....	87	77	10

ITEM.

Through
and local.
Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	4
Average rate received per mile per ton for carrying freight, all classes.....	4.9

Description of Road and Equipment.

TRACK.

Miles owned, all
in N. Y. State.

Main line from Olean to Bolivar, single track.....	18
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	<u>19</u>

Laid with iron, main line.....	18
--------------------------------	----

Weight of rails per yard — Iron, maximum, 85 lbs.; minimum, 80 lbs.; gauge of track, 3 feet.

EQUIPMENT.

Number owned.

Locomotives, 6 drivers.....	1
Locomotives, 4 drivers.....	1
Total.....	<u>2</u>

First class passenger cars.....	4
Baggage, mail and express cars.....	2
Total.....	<u>6</u>

Miscellaneous Statistics.

ITEM.

Entire line in
N. Y. State.

Telegraph owned and operated by company, miles.....	18
---	----

- Passenger cars are heated by stoves and lighted by lamps.
American Express Company operates over road at \$35.00 per month.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	199	1.73
Grain.....	87	.78
Meats and provisions.....	13	.10
Lumber.....	7,724	66.34
Petroleum and other oils.....	485	4.20
Manufactures.....	636	5.51
All other merchandise.....	561	4.80
All other agricultural products.....	207	1.80
All other articles not included above.....	1,566	13.53
Total.....	11,587	100

Title of company, Lackawanna and Southwestern Railroad Company.

General offices at Angelica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address J. H. Merriam, Accountant.

LACKAWANNA AND SUSQUEHANNA.

BUILT, OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

The Lackawanna and Susquehanna railroad was built and is owned by the Delaware and Hudson Canal Company under an act of the Legislature passed May 9, 1867, and was opened in January, 1873. There was no special issue of stock or bonds for its construction. The operations, earnings and expenses of that part of the road within the State of New York are included in those of the Albany and Susquehanna railroad.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....		\$493,694 00
Bridges.....		82,018 98
Superstructure (including ties) and rails.....		382,097 13
Land damages and fences.....	\$50 00	85,565 81
Passenger and freight stations.....		19,364 88
Engine and car houses.....		2,182 81
Engineering expenses.....		19,278 90
Wharfing.....		2,500 00
Total cost of road.....	\$50 00	\$1,087,627 16
EQUIPMENT.		
Locomotives.....		\$108,500 00
Passenger cars.....		7,600 00
Mail, baggage and express cars.....		5,000 00
Total cost of equipment.....		\$116,100 00
Grand total cost of road and equipment.....	\$50 00	\$1,203,727 16

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Right of way near Windsor, N. Y., land damages..... \$50 00

Officers of the Company.

Same as lessee's report of the Albany and Susquehanna railroad.

Title of company owning road, Delaware and Hudson Canal Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address S. T. S. Henry, Auditor.

LAKE CHAMPLAIN AND MORIAH.

(Date of charter, December 4, 1887.)

Capital Stock.

	COMMON.	
	Number of shares	Total per value.
Authorized by law or charter, issued on account of construction and now outstanding	2,000	\$200,000.

Cost of Road and Equipment.

Road.	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$128,897 18
Bridges		22,914 86
Superstructure (including ties) and rails.....		88,709 99
Land, land damages and fences	*\$335 68	81,943 07
Passenger and freight stations		4,670 91
Engine and car houses, shops, machinery and tools.....	1,581 62	41,280 48
Engineering expenses.....		5,880 00
Total cost of road.....	\$1,196 19	\$328,096 44
EQUIPMENT.		
Locomotives	\$849 00	\$58,767 00
Passenger cars.....	187 00	5,250 00
Freight and other cars.....	6,795 00	70,815 00
Total cost of equipment	\$7,831 00	\$134,832 00
* Grand total cost of road and equipment.....	\$9,077 79	\$462,928 44

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$22,056 97
Less operating expenses (excluding all taxes).....	60,881 00
Net earnings from operation	\$22,225 97
<i>Income from other sources as follows, viz.:</i>	
Interest and rents	809 68
Gross income from all sources	\$22,035 65
<i>Deductions from income as follows, viz.:</i>	
Taxes on property used in operation of road....	\$2,366 62
Taxes on earnings and capital stock	1,181 04
Taxes other than above	89 75
	3,637 41
Net income from all sources.....	\$19,088 24
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, ten per cent on \$200,000 common stock.....	20,000 00
Deficit for year ending June 30, 1892	\$961 76

* Deduction.

The great cost of road and equipment is due to the fact that the grades are very heavy, running as high as 250 feet to the mile and aggregating nearly 1,400 feet descent in 7.65 miles. Nearly all the business is furnished by the iron ore mines of Mineville. When these mines are exhausted or worked out the use of the road must cease.

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Deficit for year ending June 30, 1892.....	\$961 76
Surplus up to June 30, 1891.....	811,774 88
Total surplus June 30, 1892.....	<u>\$810,812 56</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....	.....	\$90,713 71	\$90,713 71
Passenger, all local.....	\$1,138 47	.....	1,138 47
Miscellaneous, as follows, viz.:			
Car service .....	.....	204 79	204 79
Total gross earnings	\$1,138 47	\$90,918 50	\$92,056 97

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of tracks and roadbed	\$13,264 20
Repairs of bridges (including culverts and cattle guards).....	157 91
Repairs of stations, shops, docks, etc	1,974 86
Repairs of fences.....	412 06
Other expenses for maintenance of way and structures	1,429 19
Total	<u>\$17,237 72</u>

Maintenance of equipment:

Repairs of locomotives	\$6,612 76
Repairs of cars.....	1,029 09
Repairs of machinery and tools.....	463 56
Other expenses for maintenance of equipment.....	701 48
Total	<u>\$9,407 49</u>

Conducting transportation:

Wages of conductors and men.....	\$8,965 00
Wages of engineers and firemen	7,438 79
Fuel for locomotives.....	16,946 54
Oil and waste.....	2,036 66
Water supply.....	61 94
Wages of station agents and clerks	2,619 99
Wages of watchmen, flagmen and switchmen	951 53
Total	<u>\$39,010 45</u>

General expenses:

Salaries of general officers	\$1,800 00
General office expenses and supplies.....	80 36
Stationery and printing.....	33 90
Legal expenses.....	223 81
Telegraph maintenance and operation.....	78 00
Other general expenses.....	1,950 77
Total	<u>\$4,175 84</u>

Grand total operating expenses	<u>\$50,881 00</u>
--------------------------------------	--------------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$338,096 44
Cost of equipment.....	128,822 00
Current assets, as follows, viz.:	
Cash on hand.....	\$1,408 86
Due by agents.....	719 58
Open accounts	11,198 96
Materials and supplies	40,561 73
	<u>53,889 13</u>
	<u>\$510,812 57</u>

LAKE CHAMPLAIN AND MORIAH.

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LIABILITIES.

Capital stock.....	\$200,000 00
Profit and loss (surplus)	810,812 56
	<u>\$1010,812 56</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	3,366
Number of passengers carried one mile.....	23,562
Number of tons of freight carried	437,002
Number of tons of freight carried one mile.....	3,325,241
Mixed train mileage	6,884
Freight train mileage	40,740
All other train mileage.....	63,000
Total train mileage.....	<u>112,624</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$1,133 47	\$3,110 94	\$1,971 77
Average per passenger carried	333	924	596
Average per passenger per mile	048	122	084
Average per passenger train per mile.....	516	1 401	885
Freight earnings and expenses (including miscellaneous earnings) ..	90,018 50	66,730 76	Profit. \$24,197 74
Average per ton of freight carried.....	207	153	054
Average per ton of freight per mile	087	08	007
Average per freight train per mile.....	1 921	1 409	512

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	4.6
Average rate received per mile per ton for carrying freight, all classes.....	9.7

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Port Henry to Mineville, single track.....	7.66
Sidings and turnouts on main line	8.66
Grand total of tracks, sidings and turnouts.....	<u>16.40</u>
Laid with steel rail, main line.....	7.66

Average life of rails — steel, 15 years; average life of ties, 5 years; weight of rails per yard — steel, maximum, 60 lbs.; minimum, 55 lbs.; gauge of track 4 feet 8½ inches; ballasted with gravel, fine ore and tailings.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
on bridges.....	2	Feet. 220
wooden bridges.....	1	10
Total.....	3	246

Description of Road and Equipment — (Continued).

EQUIPMENT.	No. owned.	Aggregate cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	5	\$10,581	118,540	10	5	.....
Locomotives, 4 drivers	4	7,158	55,832	10	4	.....
Total	9	.....	.....	.....	9	.....
First-class passenger cars	1	\$4,775	26,890	20	1	1
Second-class passenger cars	3	500	6,790	12	.....	.....
Total	4	.....	.....	.....	1	1
Box freight cars	2	\$475	14,950	10	.....	.....
Coal freight cars	34	250	6,484	5	.....	.....
Flat freight cars	6	180	7,840	5	.....	.....
Push, 4-wheel cars	1	75	175	10	.....	.....
Service 4-wheel ore cars	282	255	6,794	6	.....	.....
Total	315	.....	.....	.....	.....	.....

First-class passenger coaches equipped with Westinghouse air brake, Miller buffer and coupler; second-class with hand-wheel brake and link and pin coupler, freight and service cars with side lever brake on all wheels and link and pin coupler; stub and target switch used on main line and sidings.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned by this company and operated by the Northern New York Telephone Company, miles	7.86
Road constructed and opened for business, if any, during the year, miles	1.587
Total assessed value of real estate and personal property of company	\$164,000
Length of steel rails laid during year in repairs, miles	2.122
Railroad crossing road over or under grade	1
Highway crossings at grade without protection	6
Highway crossings over or under grade	2
Overhead obstructions less than twenty feet above track	2

Passenger cars are heated by steam heater and coal stoves (safety), lighted by oil lamps and lanterns and ventilated by top of doors and side of cars.

Description of Freight Moved.

ITEM.	Tonnage.
Flour	1,408
Lumber, wood and bark	851
Pig and bar iron and steel	207
Iron or other ores	411,101
Coal and coke	21,868
Petroleum and other oils	99
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	1,408
All other manufactures	123
All other merchandise	33
Steel rails	61
All other articles not included above	1,204
Total	437,952

EMPLOYEES.

Average number of persons employed (including officials) during the year	101
Aggregate amount of salaries and wages paid them during the year	\$49,900 97

Officers of the Company.

Name.	Title.	Official Address.
GEO. R. SHERMAN	President	Port Henry, N. Y.
A. E. TOWER	Treasurer	Poughkeepsie, N. Y.
F. S. WITHERSEN	Secretary	Port Henry, N. Y.
E. B. HEDDING	Superintendent	Port Henry, N. Y.

Directors of the Company.

Name.	Residence.
GEO. R. SHERMAN	Port Henry, N. Y.
WALTER C. WITHERBEE.....	Port Henry, N. Y.
ALBERT E. TOWER	Poughkeepsie, N. Y.
FRANK S. WITHERBEE.....	Port Henry, N. Y.
JAMES A. BURDEN.....	Troy, N. Y.

Title of company, Lake Champlain and Moriah Railroad Company.
General offices at Poughkeepsie, N. Y., and Port Henry, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in October.
For information concerning this report, address A. E. Tower, Treasurer, Poughkeepsie, N. Y.

LAKE SHORE AND MICHIGAN SOUTHERN.

(Date of consolidation, August 14, 1869.)

The company is a consolidation of the following roads: The Buffalo and State Line Railroad, extending from the city of Buffalo, in the State of New York, westward to the State line of Pennsylvania, sixty-eight miles; the Erie and Northeast Railroad, extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania, twenty miles, these two roads were consolidated under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania, the Cleveland, Painesville and Ashtabula Railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio, ninety-five miles, the Cleveland and Toledo railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio, 113 miles, with a branch (or northern division extending from Elyria) twenty-six miles west of Cleveland to the city of Sandusky, in the State of Ohio, thirty-five miles, also extending from Oak Harbor, twenty-six miles west of Sandusky to Millbury (near Toledo), fifteen miles. These two roads last mentioned were consolidated under the name of the Lake Shore Railway Company in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania. The Michigan Southern and Northern Indiana Railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois, 244 miles. This road was consolidated with the Lake Shore Railway Company under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois. In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway 540 miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois. This company owns and controls branches as follows: Elyria, Ohio, to Sandusky, Ohio, thirty-five miles; Oak Harbor, Ohio, to Millbury, Ohio, fifteen miles; Toledo, Ohio, to Elkhart, Indiana (air line), 133 miles; Adrian, Michigan, to Jackson, Michigan, forty-six miles; Adrian, Michigan, to Monroe, Michigan, thirty-three miles. The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company: The Detroit, Monroe and Toledo Railroad, extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan, sixty-five miles; the Kalamazoo and White Pigeon Railroad, extending from White Pigeon, Michigan, to Kalamazoo, Michigan, 37 miles. The following roads are operated by this company under leases: The Jamestown and Franklin Railroad, extending from Jamestown, Pennsylvania (where it connects with the Erie and Pittsburg Railroad), to Oil City, Pennsylvania, fifty-one miles. This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings. It also operates the Kalamazoo, Allegan and Grand Rapids Railroad, extending from Kalamazoo, Michigan, to Grand Rapids, Michigan, fifty-eight miles. The terms of the lease are the payment of interest on bonds and stock amounting to \$103,800 per annum. The portion of our main line from Toledo, Ohio, to Adrian, Michigan, thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of \$30,000 per annum. The whole number of miles of railroad owned and leased by this company is 1,013. The company also has thirty-six miles of double track, mainly between Erie and Cleveland, and 239 miles of side tracks.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		GUARANTEED, 10 PER CENT	
	No. of shares.	Total par value.	No. of shares.	Total par value.
* Authorized by law or charter, and now out standing	494,665	\$49,466,500	5,325	\$533,500
Grand total of common and guaranteed stock now outstanding..				\$50,000,000
Number of stockholders				3,190

* See foot note, asterisk, next page.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount outstanding.	* Cash realized on amount outstanding.
			Rate.	When payable.		
Lake Shore and Michigan Southern consolidated first mortgage bonds.....	July 1, 1876	30	p.c. 7	Reg., Jan. April, July and Oct.; coup., Jan. and July.	\$15,070,000	.....
Lake Shore Railroad dividend bonds	Apr. 1, 1869	30	7	April & Oct.	1,355,000	.....
Cleveland, Painesville and Ashtabula third mortgage	Oct. 1, 1867	25	7	April & Oct.	319,000	.....
Buffalo and Erie mortgage	Apr. 1, 1868	30	7	April & Oct.	2,755,000	.....
Lake Shore and Mich. Southern consolidated second general mortgage	Dec. 1, 1873	30	7	June & Dec.	24,692,000	.....
† Detroit, Monroe and Toledo first mortgage.....	Aug. 1, 1876	30	7	Feb. & Aug.	924,000	.....
† Kalamazoo and White Pigeon first mortgage.....	Jan. 1, 1890	50	5	Jan. & July.	400,000	.....
Total.....					\$45,515,000	.....

Cost of Road and Equipment.

Total cost up to June 30, 1892.

Total cost of road.....	\$68,700,000 00
Total cost of equipment.....	17,300,000 00
‡ Grand total cost of road and equipment.....	\$84,000,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$22,859,904 98
Less operating expenses (excluding all taxes).....	14,998,377 31
Net earnings from operation.....	\$7,861,527 75
<i>Income from other sources, as follows, viz.:</i>	
Interest and dividends on assets.....	400,799 46
Gain in sale of sundry assets, etc.....	105,361 35
Gross income from all sources	\$8,267,617 56
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$3,196,127 50
Rentals	600,510 21
Taxes on property used in operation of road.....	\$126,000 00
Taxes on earnings and capital stock	387,179 19
Ten per cent on guaranteed stock (\$553,500).....	553,500 00
Cost of improvements at Ashtabula harbor to December 31, 1891, charged off.....	511,433 61
	4,974,000 51
Net income from all sources.....	\$3,293,617 05
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared 6¼ per cent on \$49,466,500. common stock..	3,215,262 50
Surplus for year ending June 30, 1892	\$87,994 55

* As this is a consolidation of several original companies it is impossible to supply details as to the purposes for which capital stock was used, or the cash realized for the outstanding funded debt.

† Principal and interest guaranteed by L. S. & M. S.

‡ All additions during the year to construction and equipment were charged directly to operating expenses. As this is a consolidation of several original companies, it is impossible to furnish cost of each item of construction and equipment.

LAKE SHORE AND MICHIGAN SOUTHERN.

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General Income Account.

Surplus for year ending June 30, 1898.....		\$37,004 55
Surplus up to June 30, 1891.....	\$11,749,659 59	
Deductions during year	78,006 09	
		<u>11,671,556 73</u>
Total surplus June 30, 1899		<u>\$11,709,981 28</u>

DETAILED STATEMENT OF RENTALS.

Erie and Kalamazoo railroad.....	\$30,000 00
Kalamazoo, Allegan and Grand Rapids railroad.....	78,000 00
Jamestown and Franklin railroad.....	48,507 88
Mahoning Coal railroad	249,854 50
Detroit, Hillsdale and Southwestern railroad	54,500 00
Fort Wayne and Jackson railroad.....	197,527 88
Sturgis, Goshen and St. Louis railroad.....	18,000 00
Total amount of rentals deducted from income.....	<u>\$600,510 21</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$5,555,412 50		
Freight, local.....	9,829,459 08		
		\$14,884,871 58	\$14,884,871 58
Passengers, through	\$1,188,602 91		
Passengers, local.....	4,308,681 03		
	\$5,498,283 94		5,498,283 94
Mails	1,888,878 61		1,888,878 61
Express	488,206 60		488,206 60
Miscellaneous as follows, viz.:			
Rent.....	\$337,811 74		
Extra baggage	87,475 88		
Miscellaneous	15,457 81		
	178,529 11	169,225 17	340,754 28
Total gross earnings	\$7,519,898 26	\$15,047,096 70	\$22,566,994 96

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$152,693 28	\$272,042 86	\$424,736 13
Steel rails laid.....	186,458 53	332,198 20	518,646 83
Repairs of roadbed.....	685,759 36	1,182,748 52	1,768,507 88
Repairs of bridges (including culverts and cat-tle guards)	101,784 01	181,259 51	283,043 52
Repairs of stations, shops, docks, etc.	144,464 04	257,888 09	401,847 13
Repairs of fences	68,959 82	118,952 57	177,911 90
Other expenses for maintenance of way and structures	15,401 80	27,440 48	42,842 28
Total	\$1,300,494 35	\$2,817,014 81	\$5,617,508 66

Maintenance of equipment:

Repairs of locomotives.....	\$398,581 44	\$531,985 00	\$930,546 44
Repairs of cars.....	893,741 09	\$1,218,294 86	\$1,442,035 94
Total	\$692,322 53	\$1,750,259 85	\$2,472,582 38

Conducting transportation:

Wages of conductors and men.....	\$877,354 64	\$767,859 88	\$1,645,114 72
Wages of engineers and firemen	552,186 27	988,796 01	1,535,981 24
Fuel for locomotives	391,821 03	701,651 33	1,093,474 36
Oil and waste.....	39,406 56	70,208 87	109,614 93
Water supply.....	37,187 05	48,487 59	75,634 53
Other train supplies and expenses	17,517 81	22,496 78	40,014 59
Wages for labor at stations	725,115 02	1,291,894 79	2,017,009 81
Station supplies.....	25,682 00	45,667 00	71,349 00
Wages of watchmen, flagmen and switchmen ..	240,477 46	438,444 54	688,922 00
Total	\$3,206,590 04	\$4,360,456 28	\$7,569,055 28

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$148,954 81	\$265,884 04	\$414,838 85
General office expenses and supplies.....	2,104 86	8,750 18	5,854 99
Stationery and printing.....	50,708 63	90,835 69	141,039 32
Outside agencies and advertising, contingencies.	111,316 44	177,071 48	288,387 92
Legal expenses.....	23,223 82	41,572 52	64,906 34
Loss and damage of freight and baggage.....	34,621 89	61,682 90	96,304 29
Damage to cattle and property	13,765 18	24,524 62	38,289 80
Injuries to persons	53,642 00	95,570 82	149,212 82
Telegraph maintenance and operation.....	107,812 60	122,083 38	229,895 98
Mileage of cars of other companies (debit balance).....	27,841 82	648,826 65	676,668 47
Other general expenses, rents payable.....	37,507 38	66,824 69	104,332 07
Total	\$611,608 93	\$1,667,626 92	\$2,279,235 85
Grand total operating expenses.....	\$4,833,019 85	\$10,095,357 86	\$14,928,377 21

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$66,700,000 00
Cost of equipment	17,300,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	\$14,182,574 66
Bonds of other companies	667,400 00
	14,849,974 66
Other permanent investments.....	5,872,968 22
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,286,643 93
Bills receivable.....	3,400 00
Due by agents.....	389,672 47
Open accounts.....	3,645,260 14
Materials and supplies	879,118 38
Open accounts other than traffic.....	276,605 63
	6,480,700 55
	<u>\$111,208,658 42</u>

LIABILITIES.

Capital stock.....	\$50,000,000 00
Funded debt.....	45,516,000 00
<i>Current liabilities, as follows, viz.:</i>	
*Interest on funded debt not due but accrued.....	248,511 67
Dividends unpaid (paid August 1st).....	1,510,670 00
Audited vouchers and pay-rolls	2,467,707 15
Profit and loss (surplus).....	11,460,769 61
	<u>\$111,208,658 42</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	100,152	5,768,147	5,868,299
Number of passengers carried one mile.....	54,062,080	196,116,996	250,179,076
Number of tons of freight carried	3,555,202	9,777,817	13,332,519
Number of tons of freight carried one mile.....	1,063,895,121	1,365,714,911	2,429,610,032
Passenger train mileage .....	.....	.....	4,868,410
Freight train mileage .....	.....	.....	8,707,146
Total train mileage.....	.....	.....	13,595,556

* This amount stands in profit and loss as per company's general ledger.

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$7,421,844 48	\$4,888,019 85	\$2,533,824 63
Average per passenger carried	1 265	828	442
Average per passenger per mile	02966	01932	01034
Average per passenger train per mile.....	1 52	989	531
Freight earnings and expenses (including miscellaneous earnings)	14,884,871 58	10,095,357 36	4,789,514 17
Average per ton of freight carried	1 116	757	359
Average per ton of freight per mile	00618	00415	00198
Average per freight train per mile.....	1 7095	1 1594	5501

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first-class	2.147	2.355	2.232
Average rate received per mile for carrying passengers, second-class	1.905	1.795	1.854
Average rate received per mile for carrying passengers, all classes.....	2.142	2.194	2.183
Average rate received per mile per ton for carrying freight, all classes	0.522	0.664	0.602

Description of Road and Equipment.

TRACK	MILES OWNED.		Miles leased all outside N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Buffalo to Chicago, single track...	69.50	540.49	.....	69.50	540.49
Branches, or other roads, laid single track.....	1.50	582.14	322.56	1.50	904.70
Total single track.....	71.00	1,122.63	322.56	71.00	1,445.19
Second track on main line.....	69.50	2-5.21	.....	69.50	235.21
Second track branches or other roads .....	.....	121.86	2.45	.....	124.31
Total second track.....	69.50	407.07	2.45	69.50	409.52
Third track on main line.....	.....	7.71	.....	.....	7.71
Sidings and turnouts on main line	50.09	407.99	.....	50.09	407.99
Sidings and turnouts branches or other roads.....	.....	184.58	111.33	.....	245.91
Total sidings and turnouts	50.09	542.57	111.33	50.09	653.90
Grand total of tracks, sidings and turnouts	190.59	2,79.98	436.34	190.59	2,516.82
Laid with steel rail, main line	69.50	540.49	.....	69.50	540.49
Laid with steel rail, branches or other roads.....	.....	540.82	270.55	.....	811.37
Laid with iron rail, branches or other roads	1.50	41.82	52.01	1.50	93.83

Average life of rails—Steel, about 14 years; average life of ties, 9 years; weight of rails per yard—Steel, maximum, 71 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ in hes; ballasted with stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Northern Division...	Elyria Junction.	Millbury Junc., via Sandusky.	....	72.93	Owned.	71.93	144.88	....
Sandusky Pier....	Junc. at S'dusky	Old Depot, Sandusky.....	....	3.72	Owned.	.....	3.72	....
Ashtabula.....	Ashtab. Harbor.	Jamestown.....	....	88.31	Owned.	.....	88.31	....
Ja'stown & Franklin	Jamestown.....	Oil City.....	....	50.91	Leased.	.....	50.91	....
Mahoning Coal.....	Youngstown	Andover.....	....	88.31	Leased.	.....	88.31	....
Three short coal branches .....	.....	.....	....	3.58	Leased.	.....	3.58	....
Sharon branch...	.....	.....	....	8.31	Leased.	.....	8.31	....
Junction with D., A. V. & P. R. R. at Dunkirk .....	.....	.....	1.50	1.50	Owned.	.....	.....	1.50
Air Line Division	Air Line Junc...	Elkhart.....	....	180.83	Owned.	49.93	180.76	....
D., M. & T. R. R.	Air Line Junc...	Detroit .....	....	62.86	Owned.	2.45	64.31	....
Jackson	Lenawee Junc ..	Jackson .....	....	41.98	Owned.	.....	41.98	....
Monroe	Lenawee Junc ..	Monroe .....	....	29.37	Owned.	.....	29.37	....
K. & W. P. R. R.	White Pigeon...	Kalamazoo .....	....	36.57	Owned.	.....	36.57	....
K. A. & G. R. R.	Kalamazoo	Grand Rapids...	....	58.42	Leased.	.....	58.42	....
D. H. & S. W. R. R. ...	Ypsilanti	Bankers .....	....	65.20	Leased.	.....	18.72	46.48
Ft. Wayne & J. R. R. .	Fort Wayne.....	Jackson .....	....	97.83	Leased.	.....	92.30	5.53
North. Central Mich.	Jonesville	North Lansing..	....	61.14	Owned.	.....	46.29	14.85
Detroit and Chicago.	Detroit R. Junc.	Fayette .....	....	67.60	Owned.	.....	42.63	24.97
S., G. & St. L. R. R. ...	Goshen	Findlay.....	....	33.81	Owned.	.....	33.81	....
Total.....	.....	.....	1.50	904.70	.....	124.31	935.68	93.33

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	12	Feet. 1,372	141	Feet. 11,979
Wooden bridges .....	.....	.....	51	6,680
Wooden trestles .....	.....	.....	152	20,739
Total	12	1,372	344	39,398

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	193	\$8,400	193,000	15	193	.....
Locomotives, 4 drivers	395	9,700	182,000	15	392	.....
Total	588	.....	.....	.....	574	.....

Dining and buffet cars.....	9	\$7,500	94,000	15	9	9
First-class passenger cars.....	177	8,500	54,000	15	177	177
Second-class passenger cars.....	42	8,000	47,000	15	42	42
Baggage, mail and express cars	149	1,000	73,000	15	149	149
Total	377	.....	.....	.....	377	377

Description of Road and Equipment — (Continued).

Equipment.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Ore cars.....	50	\$350	35,000	15	.....	.....
Box freight cars.....	11,673	430	30,000	15	924	2,665
Stock freight cars.....	1,551	430	25,700	15	301	349
Coal freight cars.....	4,437	340	27,500	15	335	400
Flat freight cars.....	2,527	300	25,500	15	257	274
Caboose, 8-wheel cars.....	273	800	20,000	15	.....	.....
Service cars.....	250	250	20,000	15	5	.....
Total.....	20,599	.....	.....	.....	1,778	3,687

Freight cars are equipped with Westinghouse air brake and Janney, Ames and Gould coupler; passenger cars are equipped with Westinghouse air brake and Gould coupler.

Split switch on main track on main line, split and stub in main track on branches.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	136	1,969
Length of steel rails laid during year in repairs, miles.....	15.04	214.48
Railroads crossing road at grade.....	2	97
Railroads crossing road, over or under grade.....	3	15
Highway crossings at grade without protection.....	67	1,794
Highway crossings at grade protected by gates or flagmen.....	30	294
Highway crossings over or under grade.....	9	99
Over head obstructions less than twenty feet above track.....	2	48

Passenger cars are heated by steam, lighted with Pintech gas and ventilated by transoms over door and side elevation.

American Express runs over line between Buffalo and Cleveland; pays from fifteen cents to fifty cents per 100 pounds on freight. United States Express, between Buffalo and Chicago, pays from twenty cents to eighty-five cents per 100 pounds on freight. These companies do a general express business and deliver freight to us at our depots.

Sleeping and parlor cars owned by Wagner Palace Car Company run over line of road. The charges are \$2 per double berth and \$4 per section, and from twenty-five cents to \$1.50 for seats in drawing room cars. The railway company owns and operates nine dining room and buffet cars.

Red, White and Midland lines co-operative transportation companies run over lines. Railroads own the cars and pro-rate expenses. Merchants' Despatch and Empire lines — stock companies — own their cars and receive current rate of mileage and commission on all freight secured by them. No preference shown.

Annual compensation for carrying mails as follows: Main line, including postal cars, \$1,237,096.57; branches and leased lines, \$58,125.77; total, \$1,295,222.34.

DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Flour.....	271,791	2.1
Grain.....	1,372,696	10.3
Meats and provisions.....	260,428	2.0
Live stock.....	538,875	4.0
Lumber and forest products.....	878,948	6.6
Ing and bar iron and steel.....	910,235	6.8
Iron and other ores.....	1,470,945	11.0
Coal and coke.....	3,524,444	26.4
Petroleum and other oils.....	423,388	3.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	58,243	0.4
All other manufactures.....	351,227	2.7
All other merchandise.....	776,305	5.9
All other agricultural products.....	394,012	3.0
All other articles not included above.....	2,097,638	15.7
Total.....	13,332,519	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	20	9	29
Others, not passengers.....	8	19	27
Total	28	28	56

EMPLOYES.

Average number of persons employed (including officials) during the year..... 17,424
Aggregate amount of salaries and wages paid them during the year \$9,998,880 09

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM K. VANDERBILT..	Chairman of the Board	New York city.
JOHN NEWELL.....	President and General Manager.....	Cleveland, O.
EDWIN D. WORCESTER	Vice-President, Treasurer and Secretary	New York city.
P. P. WRIGHT.....	Assistant General Manager	Cleveland, O.
DWIGHT W. PARDEE	Assistant Treasurer.....	New York city.
NICHOLAS BARTLETT	Local Treasurer and Assistant Secretary....	Cleveland, O.
ADDISON HILLS.....	Assistant President.....	Cleveland, O.
CYRUS P. LELAND	Auditor	Cleveland, O.
GEORGE C. GREENE.....	General Counsel	Cleveland, O.
O. G. GETZEN-DANNER....	Assistant General Counsel.....	Cleveland, O.
W. H. CONNIFF.....	General Superintendent	Cleveland, O.
P. S. BLODGETT.....	Assl-tant General Superintendent.....	Cleveland, O.
JOHN T. R. MCKAY	General Freight Agent	Cleveland, O.
J. G. JAMES..	Assistant General Freight Agent.....	Cleveland, O.
M. S. CHASE.....	Assistant General Freight Agent.....	Chicago, Ill.
A. J. SMITH.....	General Passenger and Ticket Agent.....	Cleveland, O.
E. C. LUCE	Assistant Gen'l Passenger and Ticket Agent.	Cleveland, O.
E. A. HANDY.....	Chief Engineer	Cleveland, O.
G. W. STEVENS.....	Superintendent Motive Power.....	Cleveland, O.
JOHN KIRBY	Master Car Builder	Cleveland, O.
C. B. COUCH	Purchasing Agent.....	Cleveland, O.

Directors of the Company.

Name.	Residence.
WILLIAM K. VANDERBILT.....	New York city.
CORNELIUS VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT	New York city.
SAMUEL F. BARGER.....	New York city.
JOHN E. BURRILL	New York city.
DARIUS O. MILLS	New York city.
EDWIN D. WORCESTER.....	New York city.
HAMILTON MCKAY TWOMBLY.....	New York city.
CHARLES M. REED.....	Erie, Pa.
RASSELAS BROWN.....	Warren, Pa.
JOHN NEWELL.....	Cleveland, O.
JOHN DE KOVEN	Chicago, Ill.
JAMES H. REED.....	Pittsburg, Pa.

Title of company, Lake Shore and Michigan Southern Railway Company.
General offices at Cleveland, O.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Wednesday in May.
For information concerning this report, address C. P. Leland, Auditor.

LEBANON SPRINGS.

RECEIVER'S REPORT.

(Date of charter, March 25, 1852.)

On April 22, 1887, at a Special Term of the Supreme Court of the State of New York, William V. Reynolds was appointed receiver of the Lebanon Springs Railroad and took possession of the property February 27, 1888.

For a full statement of the history of this road, see reports of 1884 and 1885, and history of New York, Rutland and Montreal Railway Company in reports of 1886 and 1887.

Cost of Road.		Additions or betterments during year ending June 30, 1892.
Bridges		\$249 48
Superstructure (including ties)		8,409 86
Rolls		708 12
Fences		1,837 90
Engine and car houses		500 00
Total cost of road		\$7,400 36

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$60,910 00
Less operating expenses (excluding all taxes)	69,778 01
Deficit from operation	\$8,867 22

Income from other sources as follows, viz.:

Rents	\$10 00
Sale of old material	289 86
Interest	270 40
	570 26
Gross deficit from all sources	\$8,297 06

Deductions from income as follows, viz.:

Interest on receiver's certificates	\$668 50
Rentals	190 00
Taxes on property used in operation of road	516 09
Transportation of mails	185 00
	1,409 59
Deficit for year ending June 30, 1892	\$9,700 65

General Income Account.

Deficit for year ending June 30, 1892	\$9,700 65
Surplus up to June 30, 1891	\$1,886 78
Less sundry items carried to profit and loss during current year ..	688 50
	678 18
Total deficit June 30, 1892	\$9,027 59

DETAILED STATEMENT OF RENTALS.

Rent of ground for station at Chatham, N. Y.	\$40 00
Rent of ground for engine house at Bennington, Vt	20 00
Rent of station at Petersburg Junction, N. Y.	120 00
Total amount of rentals deducted from income	\$190 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....		\$35,800 56	\$35,800 56
Passengers, all local.....	\$80,339 49		80,339 49
Mail.....	3,596 64		3,596 64
Express.....	900 00		900 00
Miscellaneous, as follows, viz.:			
Switching.....		774 00	774 00
Total gross earnings.....	\$84,836 13	\$36,574 56	\$121,410 69

OPERATING EXPENSES.

Maintenance of way and structures:

Steel rails laid, 28 230-2340 tons, cost \$35 per ton.....	\$334 37	\$466 75	\$701 12
Repairs of roadbed.....	5,801 57	11,608 14	17,409 71
Repairs of bridges (including culverts and cattle-guards).....	316 49	632 99	949 48
Repairs of stations, shops, docks, etc.....	268 48	526 88	795 36
Repairs of fences.....	612 63	1,225 27	1,837 90
Other expenses for maintenance of way and structures: Renewal of ties.....	1,186 63	2,373 34	3,560 97
Total.....	\$8,819 11	\$16,730 27	\$25,549 38

Maintenance of equipment:

Repairs of locomotives.....	\$1,064 01	\$2,128 08	\$3,192 09
Repairs of cars.....	1,095 84	2,050 68	3,146 52
Repairs of machinery and tools.....	1 33	2 67	4 00
Total.....	\$2,000 68	\$4,181 33	\$6,182 01

Conducting transportation:

Wages of conductors and men.....	\$1,742 08	\$5,484 16	\$7,226 24
Wages of engineers and firemen.....	1,471 43	2,942 86	4,414 29
Fuel for locomotives.....	2,816 08	4,632 07	7,448 15
Oil and waste.....	172 55	345 12	517 67
Water supply.....	115 14	230 29	345 43
Other train supplies or expenses.....	86 15	72 51	158 66
Wages of station agents and clerks.....	1,852 91	3,705 84	5,558 75
Wages for labor at stations.....	41	84	125
Station supplies.....	74 67	149 34	224 01
Wages of watchmen, flagmen and switchmen.....	754 33	1,508 77	2,263 10
Other expenses for conducting transportation.....	1,455 00	2,911 00	4,366 00
Total.....	\$9,990 80	\$19,968 80	\$29,959 60

General expenses:

Salaries of general officers and clerks.....	\$1,490 00	\$2,980 00	\$4,470 00
General office expenses and supplies.....	199 59	399 18	598 77
Stationery and printing.....	91 17	182 35	273 52
Legal expenses.....	75 98	151 96	227 94
Loss and damage of freight and baggage.....	48 08	96 08	144 16
Injuries to persons.....	104 33	208 67	312 00
Telegraph maintenance and operation.....	91 52	183 05	274 57
Mileage of cars of other companies (debit balance).....	509 51	1,019 02	1,528 53
Rent of general offices.....	66 64	133 28	199 92
Other general expenses.....	305 02	610 05	915 07
Total.....	\$3,819 30	\$7,638 56	\$11,457 86
Grand total operating expenses.....	\$23,858 66	\$46,599 13	\$70,457 79

LEBANON SPRINGS.

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Receiver's General Balance Sheet June 30, 1899.

ASSETS.

Current assets, as follows, viz.:

Cash on hand.....	\$4,508 26
Due by agents	2,094 06
Open accounts.....	5,515 72
Materials and supplies.....	3,891 80
Profit and loss (deficiency).....	9,027 52
	<u>\$24,936 06</u>

LIABILITIES.

Current liabilities, as follows, viz.:

Interest on receiver's certificate	\$502 50
Admitted vouchers and pay-rolls	5,184 43
Open accounts	3,121 16
Loans and bills payable	2,000 00
Receiver's certificates	15,000 00
	<u>\$24,936 06</u>

Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried			65,150
Number of passengers carried one mile ..			877,933
Number of tons of freight carried	20,122	20,505	40,627
Number of tons of freight carried one mile ..			1,352,161
Passenger train mileage			57,153
Freight train mileage			32,406
All other train mileage.....			9,708
Total train mileage.....			<u>99,267</u>

Item.	Earnings	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$24,836 13	\$23,358 88	\$1,577 25
Average per passenger carried	381	337	44
Average per passenger per mile	0806	0343	0463
Average per passenger train per mile	434	407	27
Freight earnings and expenses (including miscellaneous earnings)	36,074 56	46,519 13	Loss 10,444 57
Average per ton of freight carried.....	886	1 143	257
Average per ton of freight per mile ..	0238	0371	0133
Average per freight train per mile.....	1 11	1 43	32

ITEM.

Computed on earnings from carrying passengers and freight only.	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 3.
Average rate received per mile per ton for carrying freight, all classes.....	2.861

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Chatham, N. Y., to Bennington, Vt., single track.....	51.18	57.10
Sidings and turnouts on main line	2.75	3.25
Total of tracks, sidings and turnouts	<u>53.93</u>	<u>61.05</u>
Laid with steel rail, main line.....	37.25	
Laid with iron rail, main line	20.65	

Weight of rails per yard—steel, 65 lbs.; iron, maximum, 60 lbs.; minimum, 55 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails.....	\$21,844 43	\$2,343,560 50
Land, land damages and fences	3,188 75	175,300 21
Passenger and freight stations.....	994 85	29,995 23
Engine, car houses, shops, machinery, tools, fuel and water stations	66 21	26,910 55
Engineering expenses.....	937 97	39,498 04
Telegraph line.....		5,414 75
Commissions, legal expenses, etc.....		45,142 91
Total cost of road.....	\$26,962 21	\$2,555,722 19
EQUIPMENT.		
Locomotives	\$18,096 78	\$164,540 55
Passenger, mail, baggage and express cars	270 00	41,593 96
Freight and other cars.....	174 37	341,010 18
Total cost of equipment	\$18,541 10	\$347,145 01
Grand total cost of road and equipment.....	\$45,503 31	\$3,112,867 20

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extension, Hamburg to Franklin.....	\$14,248 08
New sidings, etc.	7,506 25
Land damages at Phillipsburg.....	3,188 75
Engineering	937 97
Betterments at shop.....	66 21
Passenger and freight station at Butteville, N. J.....	\$1,244 85
Insurance.....	250 00
Two locomotives	18,096 78
Betterment of coaches	270 00
Betterment of freight cars	174 37
	\$45,503 31

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$291,842 89
Less operating expenses (excluding all taxes).....	196,945 18
Net earnings from operation.....	\$192,897 71
<i>Income from sources, as follows, viz.:</i>	
Income from operation of Orange County Railroad Company.....	6,196 54
Gross income from all sources	\$197,596 25
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$109,629 80
Taxes.	7,390 37
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	15,549 16
	135,490 13
Surplus for year ending June 30, 1892.....	\$62,096 12

General Income Account.

Surplus for year ending June 30, 1892	\$62,096 12
Deficit up to June 30, 1891.	61,522 11
Total surplus June 30, 1892	\$574 01

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$297,624 89		
Freight, local.....	48,784 89		
		\$346,409 18	\$346,409 18
Passengers, through.....	\$10,812 86		
Passengers, local.....	15,918 05		
	\$26,730 91		\$26,730 91
Mail.....	3,189 00		3,189 00
Express.....	3,599 70		3,599 70
Miscellaneous, as follows, viz.:			
Extra baggage.....	47 04		47 04
Car mileage.....	481 88	10,994 50	11,355 48
Miscellaneous.....	101 01	460 17	561 18
Total gross earnings ..	\$53,549 04	\$257,798 85	\$301,348 89

OPERATING EXPENSES.

Maintenance of way and structures:

Trackage, New York, Susquehanna and Western Railroad ..	\$118 84	\$518 60	\$637 44
Repairs of track and roadbed ..	4,150 80	18,909 20	23,060 00
Repairs of bridges (including culverts and cattle guards) ..	485 40	1,937 91	2,368 31
Repairs of stations, shops, docks, etc.....	168 84	772 81	943 45
Repairs of fences.....	228 93	1,489 87	1,816 80
Other expenses for maintenance of way and structures ..	108 62	485 74	593 36
Total ..	\$5,228 28	\$24,113 68	\$29,406 86

Maintenance of equipment:

Repairs of locomotives.....	\$1,214 96	\$5,584 88	\$6,749 78
Repairs of cars.....	2,501 12	16,192 80	18,694 08
Repairs of machinery and tools.....	38 13	178 69	211 89
Other expenses for maintenance of equipment ..	478 00	2,168 78	2,644 79
Total ..	\$4,280 21	\$24,070 14	\$28,300 41

Conducting transportation:

Wages of conductors and men ..	\$3,790 88	\$17,269 31	\$21,060 19
Wages of engineers and firemen.....	3,257 81	14,838 28	18,096 09
Fuel for locomotives ..	4,991 09	22,737 19	27,728 28
Water supply ..	838 72	1,543 05	1,861 77
Other train supplies or expenses ..	119 19	542 96	662 15
Other local supplies or expenses.....	240 88	1,095 06	1,335 44
Wages of station agents and clerks.....	1,454 98	6,628 02	8,082 95
Wages for labor at stations ..	198 28	908 25	1,101 53
Station supplies ..	176 89	532 51	649 40
Wages of watchmen, flagmen and switchmen ..	189 12	633 77	772 89
Other expenses for conducting transportation ..	882 28	9,952 87	10,235 23
Total ..	\$14,828 99	\$76,676 37	\$91,605 86

General expenses:

Salaries of general officers and clerks.....	\$3,181 01	\$16,401 64	\$19,582 65
General office expenses and supplies.....	215 89	981 21	1,197 10
Stationery and printing.....	402 46	1,162 48	1,564 94
Outside agencies and advertising ..	168 87	1,540 86	1,715 23
Legal expenses ..	314 73	1,438 79	1,748 52
Losses and damage of freight and baggage.....	36 50	89 97	126 47
Damage to cattle and property ..		286 60	286 60
Injuries to persons ..	108 34	8 00	111 54
Telegraph maintenance and operation ..	804 59	2,754 26	3,558 85
Lease of cars of other companies (debit balance) ..	1,197 88	18,268 78	19,461 41
Other general expenses ..	86 16	403 88	490 04
Total ..	\$6,925 78	\$34,318 82	\$40,822 55
Grand total operating expenses.....	\$51,774 22	\$319,166 86	\$370,941 18

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$2,565,722 19
Cost of equipment		647,145 01
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies		350,000 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$44,071 87	
Due by agents	701 61	
Traffic balances	48,166 08	
Open accounts	228,817 84	
Materials and supplies	36,270 57	
		369,027 87
		<u>\$3,535,894 57</u>
LIABILITIES.		
Capital stock		\$1,340,000 00
Funded debt.....		2,044,120 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$48,400 00	
Audited vouchers and pay-rolls	58,680 80	
Open accounts.....	1,348 86	
Loans and bills payable.....	579,500 00	
		587,758 76
Car trusts		53,430 00
Profit and loss (surplus)		574 92
		<u>\$3,535,894 57</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	89,019	61,458	93,477
Number of passengers carried one mile.....	508,712	653,864	1,157,576
Number of tons of freight carried	541,066	94,121	635,187
Number of tons of freight carried one mile.....	34,779,716	2,508,105	37,287,821
Passenger train mileage			58,287
Freight train mileage			190,179
All other train mileage			36,421
Total train mileage			<u>287,887</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$23,549 04	\$30,778 22	\$9,770 82
Average per passenger carried.....	2588	3399	0806
Average per passenger per mile.....	0289	0365	0076
Average per passenger train per mile	6416	5896	0520
Freight earnings and expenses (including miscellaneous earnings)	287,798 85	166,166 96	129,526 89
Average per ton of freight carried.....	5332	2847	2485
Average per ton of freight per mile.....	0096	0045	0051
Average per freight train per mile.....	1 796	644	952

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.047	Cents. 2.434	Cents. 2 361
Average rate received per mile per ton for carrying freight, all classes.....	.8557	1.6612	.96

LEHIGH AND HUDSON RIVER.

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Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Greycourt to Belvidere, single track.....	14.5	68.80
Sidings and turnouts on main line	5.30	16.82
Grand total of tracks, sidings and turnouts.....	19.80	70.58
Laid with steel rail, main line	14.50	68.80

Weight of rails per yard—steel, 60 lbs ; gauge of track, 4 feet $8\frac{1}{2}$ inches, ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges	6	238	16	739
Wooden bridges.....	1	98	1	28
Wooden trestles.....	1	54	9	1,822
Total	8	390	26	2,667

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	4	\$11,250	120,000	4	.....
Locomotives 6 drivers.....	3	11,250	100,000	3	.....
Locomotives, 4 drivers.....	3	11,250	68,000	3	.....
Total.....	10	.....	.....	10	.....
First-class passenger cars.....	4	.....	35,000	4	4
Combination baggage, mail and express cars.....	6	.....	22,000	6	6
Total.....	10	.....	.....	10	10
Box freight cars.....	14	.....	.....	.....	.....
Milk freight cars.....	6	.....	.....	6	6
Coal freight cars.....	583	.....	.....	.....	106
Flat freight cars.....	25	.....	.....	.....	.....
Booms, 4-wheel cars.....	4	.....	.....	.....	3
Booms, 8-wheel cars.....	2	.....	.....	.....	.....
Service cars.....	3	.....	.....	.....	.....
Total.....	606	.....	.....	5	115

Passenger cars equipped with Westinghouse air brake and Miller or Hinson coupler. Freight cars with Janney, Bohert, Trojan and Standard Dowling coupler. Practically all point switches on this road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	5	53
Railroads crossing road at grade .....	.....	3
Railroads crossing road over or under grade	1	2
Highway crossings at grade without protection.....	21	64
Highway crossings at grade protected by gates or flagmen.....	1	1
Highway crossings over or under grade.....	2	6
Overhead obstructions less than twenty feet above track.....	2	.....

Passenger cars are heated by steam, lighted by lamps and ventilated in the deck.
Wells, Fargo & Co 's Express does business over this road.
Pullman's Palace Car Company runs its cars over the road. No contract as yet.
Receive \$49.71 per mile for transportation of United States mail.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	3,183	.50
Grain.....	2,793	.44
Meats and provisions	127	.02
Live stock.....	441	.07
Lumber.....	11,494	1.80
Pig and bar iron and steel.....	2,641	.41
Iron or other ores	112,810	17.76
Coal and coak	353,873	55.71
Petroleum and other oils	610	.09
Shipment of manufactured goods received by railroad com- panies within this State from manufactories within this State	124	.02
All other manufactures	16,738	2.96
All other merchandise	5,336	.85
All other agricultural products	21,390	3.37
All other articles not included above	101,597	16
Total	635,187	100

NUMBER OF ACCIDENTS.

Other than passengers or employes, killed..... 1

EMPLOYES.

Average number of persons employed (including officials) during the year..... 237
Aggregate amount of salaries and wages paid them during the year..... \$114,482 34

Officers of the Company.

Name.	Title.	Official Address.
GRINNELL BURT.....	President and General Manager.....	Warwick, N. Y.
J. S. HARRIS	Vice-President	Philadelphia, Pa.
D. B. HALSTEAD	Secretary	New York city.
JOHN SAYER	Treasurer and General Passenger Agent..	Warwick, N. Y.
N. L. FURMAN..	Superintendent	Warwick, N. Y.
E. M. REYNOLDS.....	Auditor	Warwick, N. Y.
F. E. SMITH.....	General Freight Agent.....	Warwick, N. Y.
CHAS CALDWELL.....	Chief Engineer.....	Newburgh, N. Y.

Directors of the Company.

Name.	Residence.
GRINNELL BURT	Warwick, N. Y.
JOSEPH S HARRIS.....	Philadelphia, Pa.
E. D. ADAMS.....	New York city.
G. F. BAKER	New York city.
E. W. CLARKE	Philadelphia, Pa.
HENRY GRAVES	New York city.
GARRET A. HOBART	Paterson, N. J.
EDWARD LEWIS	Philadelphia, Pa.
JOHN S. MARTIN	New York city.
J. R. MAXWELL	New York city.
GEO. W. SANFORD	Warwick, N. Y.
W. R. POTTS.....	New York city.
CHARLES CALDWELL.....	Newburgh, N. Y.

Title of company, Lehigh and Hudson River Railway Company.
General offices at Warwick, N. Y.
Date of close of fiscal year June 30.
Date of stockholders' annual meeting, first Monday in December.
For information concerning this report, address E. M. Reynolds, Auditor.

LEHIGH VALLEY.

REPORT FROM JULY 1 TO NOVEMBER 30, 1891.

(Date of charter, June 23, 1890.)

Organized under authority of act April 2, 1850, and acts amendatory thereof and supplementary thereto. Consolidation of Geneva and Sayre Railroad Company, Geneva and Van Ettenville Railway Company, Auburn and Ithaca Railway Company, Buffalo and Geneva Railway Company and Lehigh Valley Railway Company. Leased to the Lehigh Valley Railroad Company, a corporation of the State of Pennsylvania, April 14, 1891, now operated by the Philadelphia and Reading Railroad Company, under terms of lease existing between Lehigh Valley Railroad Company and Philadelphia and Reading Railroad Company December 1, 1891, for 999 years.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON	
	Number of shares.	Total Par value.
Authorized by law or charter.....	59,000	\$5,900,000
Issued for Lehigh Valley railway stock	5,000	\$500,000
Issued for Geneva and Van Ettenville railway stock	40,000	4,000,000
Issued for Buffalo and Geneva railway stock.....	14,000	1,400,000
Total now outstanding.. ..	59,000	\$5,900,000

Number of stockholders..... 90

FUNDED DEBT.

DESIGNATION OF LEND.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	June 23, 1890	50	p.c. 4½	July and Jan.	\$15,000,000	\$15,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Total cost of road	\$5,725,405 57	\$19,030,383 25

EQUIPMENT.

Total cost of equipment	\$1,114,290 80	\$1,340,715 00
Grand total cost of road and equipment	\$6,839,696 37	\$20,371,098 25

Income Account for Five Months Ending November 30, 1891.

Gross earnings from operation	\$404,970 90
Less operating expenses (excluding all taxes).....	327,891 38
Gross income from all sources	\$77,079 52
Deductions from income, as follows, viz.:	
Less on property used in operation of road, on earnings and capital stock and all other taxes	3,151 58
Surplus for five months ending November 30, 1891.....	\$73,927 94

REPORT OF THE RAILROAD COMMISSIONERS.

*Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passengers.	Freight.	Total.
Freight, through and local.....		\$186,067 66	\$186,067 66
Passengers, through and local.....	\$56,110 14		56,110 14
Mail.....	4,705 80		4,705 80
Express.....	2,402 79		2,402 79
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	1,080 04		1,080 04
Miscellaneous.....		17,146 85	17,146 85
Dock earnings.....		137,508 10	137,508 10
Total gross earnings.....	\$64,248 27	\$340,733 63	\$404,970 90

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$4,923 40	\$7,069 21	\$12,034 61
Repairs of roadbed.....	4,787 46	11,299 06	16,086 52
Repairs of bridges (including culverts and cattle guards).....	1,069 14	3,277 91	4,347 05
Repairs of stations, shops, docks, etc.....	2,555 68	6,090 98	10,636 50
Repairs of fences.....	878 46	1,877 56	2,756 02
Other expenses for maintenance of way and structures.....		28 97	28 97
Total.....	\$14,233 08	\$31,196 59	\$45,409 67

Maintenance of equipment:

Repairs of locomotives.....	\$30 61	\$30 10	\$60 71
Repairs of cars.....	12,118 94	1,685 93	14,254 87
Repairs of machinery and tools.....	131 95	114 06	246 01
Other expenses for maintenance of equipment.....	258 60	256 85	515 25
Total.....	\$12,540 10	\$2,186 94	\$15,776 86

Conducting transportation:

Wages of conductors and men.....	\$6,609 29	\$19,501 21	\$26,110 50
Wages of engineers and firemen.....	7,246 95	17,539 35	24,779 20
Fuel for locomotives.....	10,280 23	24,558 66	34,839 03
Water supply.....	542 08	614 25	1,156 33
Other train supplies or expenses.....	2,628 15	1,727 82	4,355 97
Wages of station agents and clerks.....	4,618 12	5,254 00	9,872 21
Wages for labor at stations.....	709 20	12,976 44	13,685 64
Station supplies.....	585 40	672 20	1,257 60
Wages of watchmen, flagmen and switchmen.....	1,521 36	1,746 95	3,268 31
Other expenses for conducting transportation.....	16,783 24	20,015 38	36,778 62
Total.....	\$51,504 02	\$104,599 54	\$156,103 56

General expenses:

Salaries of general officers and clerks.....	\$1,024 67	\$1,024 68	\$2,049 35
Stationery and printing.....	126 6	148 77	275 33
Outside agencies and advertising.....	225 64	600 68	826 32
Loss and damage of freight and baggage.....		42 90	42 90
Dock expenses.....		68,325 17	68,325 17
Telegraph maintenance and operation.....	3,417 52	4,115 30	7,532 82
Trackage.....	1,619 44	7,680 63	9,300 07
Other general expenses.....	817 18	1,626 75	2,443 93
Total.....	\$7,241 21	\$103,380 68	\$110,621 89
Grand total operating expenses.....	\$68,568 41	\$241,322 97	\$329,891 38

* For five months ending November 30, 1891.

LEHIGH VALLEY.

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General Balance Sheet June 30, 1899.

ASSETS.	
Cost of road	\$19,090,888 25
Cost of equipment.....	1,840,715 00
Other permanent investments as follows, viz.:	
Discount on bonds chargeable to construction.....	851,450 00
	<u>\$21,812,848 25</u>
LIABILITIES.	
Capital stock	\$5,900,000 00
Funded debt	15,000,000 00
Current liabilities, as follows, viz.:	
Sundries.....	312,848 25
	<u>\$21,212,848 25</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line authorized from State Line to Geneva.....	75.00	.....	75.00
Main line authorized from Van Etteville to Buffalo	163.00	.....	163.00
Total of branches or other roads	45.88	3.88	50.16
Main line laid, single track.....	88.89	.....	88.89
Branches or other roads laid, single track	45.88	3.88	50.16
Total single track	135.21	3.88	139.04
Second track on main line.....	9.55	.....	9.55
Sidings and turnouts on main line..	66.80	.....	66.80
Sidings and turnouts on branches or other roads.....	10.86	.50	10.76
Total sidings and turnouts	76.46	.50	76.96
Grand total of tracks, sidings and turnouts	221.22	4.38	225.55
Laid with steel rail, main line.	145.45	.....	145.45
Laid with steel rail, branches or other roads.....	45.86	3.88	49.19
Laid with iron rail, main line.....	18.19	.....	18.19
Laid with iron rail, branches or other roads.....	11.32	.50	11.72

Average life of ties, 5 years; weight of rails per yard — steel, maximum, 80 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Albany and Ithaca.....	Ithaca	Cayuga.....	23.52	Owned	23.77	9.08
Albany and Ithaca	Cayuga Junc...	Ithaca Junc..	7 80	Owned	8.86	2.19
Millard Branch	Hayt's Corners.	State Farm...	■ ■ ■	Leased	3.88	.50

Description of Road and Equipment — (Continued).

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	43	Feet. 4,054
Wooden bridges	1	68
Total	44	4,117

EQUIPMENT	Number owned.
Box freight cars.....	2,000

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with Janney, Gould, Thurmond and Mather couplers.
The road has 77 split and 360 stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	135.19
Railroads crossing road at grade	4
Railroads crossing road over or under grade.....	10
Highway crossings at grade without protection.....	147
Highway crossings at grade protected by gates or flagmen.....	11
Highway crossings over or under grade.....	20
Overhead obstructions less than 20 feet above track.....	2

Passenger cars are heated by steam from engines, lighted by oil lamps and ventilated by ordinary ventilators.

Adams Express Company runs over this road and pays a percentage of receipts.

Pullman's sleeping cars run over the road; the owners make their own charges in addition to regular fares.

This company receives from the United States government for transportation of mails from Lyons to Sayre \$3,274.12 per annum, Auburn to Ithaca, \$2,520.22 per annum, from Hayt's Corners to Willard \$243.67 per annum, Cayuga to Cayuga Junction \$154.75 per annum.

Description of Freight Moved.

ITEM.	Tonnage.
Flour	555
Grain	5,751
Meats and provisions.....	253
Live stock	268
Lumber.....	12,206
Pig and bar iron and steel.....	7,463
Coal and coke	223,691
Petroleum and other oils.....	707
Manufactures	1,914
All other agricultural products	31,937
All other articles not included above.....	67,455
Total	353,220

Officers of the Company.

Name.	Title.	Official Address.
E. P. WILBUR	President.....	South Bethlehem Pa.
CHARLES HARTSHORNE	Vice-President	Philadelphia Pa.
ROBERT H. SAYRE.....	Second Vice-President	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President.....	Philadelphia, Pa.
JOHN R. FANSHAWE	Secretary	Philadelphia, Pa.
WM. C. ALDERSON	Treasurer	Philadelphia, Pa.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
E. P. WILBUR	South Bethlehem, Pa.
CHARLES HARTSHORNE	Philadelphia, Pa.
ROBERT H. SAYRE	South Bethlehem, Pa.
JOHN B. GARRETT	Philadelphia, Pa.
GEORGE M. DIVEN	Elmira, N. Y.
GEORGE C. THOMAS	Philadelphia, Pa.
EUGENE DELANO	Philadelphia, Pa.
WILSON A. BISKELL	Buffalo, N. Y.
W. K. NIVER	Buffalo, N. Y.
HOWARD ELMER	Waverly, N. Y.
FRANKLIN C. CORNELL	Ithaca, N. Y.
PETER C. DOYLE	Buffalo, N. Y.
J. H. HORTON	Buffalo, N. Y.

Title of company, The Lehigh Valley Railway Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, third Thursday in October.

For information concerning this report, address John R. Fanshawe, Secretary.

LOCKPORT AND BUFFALO.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN

(Date of charter, August 2, 1873.)

No report filed. See volume II, report of 1891, page 338, for last report made.—*Railroad Commissioners.*

LONG ISLAND.

(Date of charter, April 24, 1834.)

The Long Island Railroad Company was organized under a special act of the Legislature, passed in the year 1834, to build a road from Brooklyn to Greenport. Pursuant to an act of 1836 the Long Island Railroad leased the railroad of the Brooklyn and Jamaica Railroad Company extending from Brooklyn to Jamaica.

The road from Jamaica to Greenport was completed about the year 1845. Subsequently the railroad company constructed a branch from Jamaica to Hunters Point, a branch from Mineola to Locust Valley, a branch from Mineola to Hempstead, a branch from Hicksville to Northport and a branch from Manor to Sag Harbor.

The Brooklyn and Jamaica Railroad was sold under foreclosure in or about the year 1870, and the property of that corporation was acquired by the Atlantic Avenue Railroad Company, and in or about the year 1877, that part of the Atlantic Avenue Railroad extending from Flatbush avenue in the city of Brooklyn to Jamaica was again leased to the Long Island Railroad Company.

In or about the year 1873, the Long Island Railroad Company also leased the Newtown and Flushing Railroad, extending from Winfield to Flushing; the New York and Rockaway Railroad extending from a point near Jamaica to Far Rockaway, and the Smithtown and Port Jefferson Railroad extending from a point near Northport to Port Jefferson.

In the year 1878 the Long Island Railroad Company leased the Flushing, North Shore and Central Railroad, which lease was afterward cancelled by the foreclosure of several of the sectional mortgages of that road, and in the year 1881 the Long Island Railroad Company again acquired by lease that part of the property of the Flushing, North Shore and Central Railroad which had been reorganized under the name of the Long Island City and Flushing Railroad. In the year 1876 the Long Island Railroad also leased the Southern Railroad of Long Island, which lease was afterwards cancelled by the foreclosure of mortgages upon the said road, and the Long Island again acquired that property by lease of the Brooklyn and Montauk Railroad in the year 1880.

In the year 1882 the Long Island Railroad Company leased the railroad and property of the New York and Manhattan Beach Railroad Company. In the year 1883 the Long Island Railroad Company purchased the outstanding stock and bonds of the New York and Long Beach Railway Company.

In the spring of 1883 the Long Island City and Manhattan Beach Railroad, extending from Fresh Pond Junction to Cooper avenue, 1.457 miles, was built and leased to the Long Island Railroad Company.

In the spring of 1884 the Cedarhurst branch, extending from Woodsburg to Cedarhurst, 1.696 miles, was built and opened for business in May, 1884.

All the roads heretofore mentioned are now operated by the Long Island Railroad in one system.

In the year 1886 the Whitestone extension, extending from the Whitestone depot to Whitestone Landing, 0.86 miles, was built, and opened for business in August of the same year and was sold to the Long Island City and Flushing Railroad in March, 1888.

In the year 1889 the Oyster Bay Extension Railroad, extending from Locust Valley to Oyster Bay, 4.14 miles, was constructed, and opened for business on June 25th of the same year.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	240,000	\$12,000,000
Number of stockholders.....		970

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	COMMON.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Long Island R. R. consolidated mortgage.....	July 1, 1881	50	p.c	Jan. & April, July & Oct.	\$5,000,000	\$3,610,000 00
First mortgage.....	May 1, 1888	30	7	May & Nov.	1,500,000	1,121,000 00
Second mortgage.....	July 5, 1878	40	7	Feb. & Aug.	1,500,000	228,708 88
General mortgage.....	Aug 1, 1888	30	4	June & Dec.	3,000,000	3,000,000 00
Mortgage on real estate.....	Var. dates.	....	5, 7	.....	241,700	241,700 00
Brooklyn and Montauk R. R. first mortgage.....	Mar. 1, 1881	30	6	Mar. & Sept.	250,000	250,000 00
Brooklyn and Montauk R. R. second mortgage.....	Mar. 1, 1881	30	5	Mar. & Sept.	750,000	750,000 00
Brooklyn and Montauk R. R. second mortgage.....	June 15, 1888	50	5	June & Dec.	800,000	800,000 00
Long Island City and Flushing R. R. first mortgage.....	May 1, 1881	30	6	May & Nov.	600,000	600,000 00
Consolidated mortgage.....	May 1, 1887	50	5	May & Nov.	1,350,000	650,000 00
New York and Flushing R. R. first mortgage.....	Mar. 1, 1880	40	6	Mar. & Sept.	125,000	125,000 00
Long Island R. R. Co. Ferry first mortgage.....	Mar. 1, 1884	30	4 1/4	Mar. & Sept.	2,750,000	2,750,000 00
Total					\$17,556,700	\$13,968,408 88

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1889.	Total cost of road and equipment up to June 30, 1889.
Grading, masonry and ballast	\$31,155 54	.....
Bridges	25,159 47	.....
Superstructure (including ties).....	78,781 88	.....
Rails	80,900 00	.....
Land	297,781 41	.....
Land damages.....	9,505 00	.....
Fences	4,900 50	.....
Passenger and freight stations.....	97,286 70	.....
Engine and car houses.....	2,177 98	.....
Shops, machinery and tools	12,579 56	.....
Fuel and water stations	22,086 53	.....
Engineering expenses.....	3,183 84	.....
Interest and discount charged to construction	109,856 25	.....
Wharfing	2,902 24	.....
Flagmen's houses and safety signals	22,863 92	.....
Total cost of road	\$302,970 84	\$311,172 80

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions (or) betterments during year ending June 30, 1902.	Total cost of road and equipment up to June 30, 1902.
Locomotives	\$232,631 67	.....
Passenger cars	23,943 09	.....
Freight and other cars	189,478 05	.....
Barges, floats and tugs		\$23,000 00
Total cost of equipment	\$446,052 81	\$3,009,596 63
Grand total cost of road and equipment	\$1,249,023 65	\$22,476,311 72

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Purchase of real estate, new side tracks, new double tracks, new stations, new pla forms, new fences and gates, new safety signals, new bridges, etc.	\$902,970 64
New equipment: Twenty-three new locomotives, 150 box cars, 250 gondola cars..	446,052 81
	<u>\$1,249,023 65</u>

Income Account for Year Ending June 30, 1902.

Gross earnings from operation	\$4,171,523 48
Less operating expenses (excluding all taxes)	2,734,416 97
Net earnings from operation	<u>\$1,437,106 51</u>

Income from other sources as follows, viz.:

Income on investments	\$45,006 68
Rentals	21,754 34
Ferries	126,593 60
	<u>193,354 62</u>
Gross income from all sources	<u>\$1,630,461 13</u>

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$556,704 98
Rentals	178,604 33
Taxes on property used in operation of road	92,152 09
Taxes on earnings and capital stock	33,734 61
Interest and discount	26,875 15
Ferries	112,215 42
	<u>1,007,277 58</u>
Net income from all sources	<u>\$623,183 55</u>

Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on \$12,000,000 common stock	600,000 00
Surplus for year ending June 30, 1902	<u>\$23,183 55</u>

General Income Account.

Surplus for year ending June 30, 1902	\$23,183 55
Surplus up to June 30, 1901	1,138,791 67
	<u>\$1,161,975 22</u>
Charged off	126,516 94
Total surplus June 30, 1902	<u>\$1,035,458 28</u>

DETAILED STATEMENT OF RENTALS.

Stewart's line	\$9,166 67
Atlantic avenue railroad	55,957 66
New York, Brooklyn and Manhattan Beach railway	95,990 00
New York and Rockaway railroad	17,500 00
Total amount of rentals deducted from income	<u>\$178,604 33</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$1,257,108 16	\$1,257,108 16
Passengers, all local.....	\$2,458,425 85		2,458,425 85
Mail.....	32,032 12		32,032 12
Express.....	397,559 78		397,559 78
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	11,852 57		11,852 57
Parlor cars.....	12,545 56		12,545 56
Total gross earnings.....	\$2,914,415 32	\$1,257,108 16	\$4,171,523 48

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$203,129 29	\$20,322 65	\$223,451 94
Repairs of bridges (including culverts and cattle guards).....	42,454 84	6,345 31	48,800 15
Repairs of stations, shops, docks, etc.....	45,332 13	6,773 92	52,106 05
Repairs of fences and gates.....	17,894 55	2,597 69	19,492 24
Other expenses for maintenance of way and structures.....	44,224 83	6,508 23	50,733 06
Total.....	\$352,556 14	\$35,680 80	\$408,236 94

Maintenance of equipment:

Repairs of locomotives.....	\$96,567 68	\$14,726 99	\$111,294 67
Repairs of cars.....	104,202 22	26,479 06	130,681 28
Repairs of machinery and tools.....	6,889 19	954 71	7,843 90
Other expenses for maintenance of equipment.....	60,076 21	10,885 59	70,961 80
Total.....	\$267,735 30	\$42,046 35	\$309,781 65

Conducting transportation:

Wages of conductors and men.....	\$123,625 77	\$66,673 40	\$190,299 17
Wages of engineers and firemen.....	216,928 66	58,375 55	275,304 21
Fuel for locomotives.....	310,969 84	46,466 76	357,436 60
Oil and waste.....	10,356 71	1,547 55	11,904 26
Water supply.....	17,712 06	2,646 68	20,358 74
Other train supplies or expenses.....	26,407 68	3,796 54	30,204 22
Wages of station agents and clerks.....	121,104 19	18,096 03	139,200 22
Wages for labor at stations.....		23,169 19	23,169 19
Station supplies.....	29,995 47	4,422 08	34,417 55
Wages of watchmen, flagmen and switchmen.....	334,378 94	25,022 14	359,401 08
Other expenses for conducting transportation.....	225,105 53	16,013 86	241,119 39
Total.....	\$1,315,584 70	\$360,289 73	\$1,675,874 43

General expenses:

Salaries of general officers and clerks.....	\$60,408 43	\$12,014 30	\$72,422 73
General office expenses and supplies.....	14,576 27	2,178 06	16,754 33
Stationery and printing.....	21,994 76	3,226 57	25,221 33
Outside agencies and advertising.....	39,597 14	5,916 81	45,513 95
Legal expenses.....	23,166 79	3,451 70	26,618 49
Loss and damage of freight and baggage.....	1,019 34	1,594 64	2,614 00
Damage to cattle and property.....	7,941 16	1,196 61	9,137 77
Injuries to persons.....	62,300 00	7,900 00	70,200 00
Telegraph maintenance and operation.....	6,274 02	957 50	7,231 52
Mileage of cars of other companies (debit balance).....	27,286 84	4,078 50	31,365 34
Other general expenses.....	10,504 81	1,654 63	12,159 44
Total.....	\$284,964 61	\$44,069 92	\$329,034 53
Grand total operating expenses.....	\$3,222,820 75	\$404,358 67	\$3,627,179 42

LONG ISLAND.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$20,466,785 09
Cost of equipment	8,009,526 68

Other permanent investments, as follows, viz.:

Stock of other companies	\$978,500 00
Bonds of other companies	1,208,000 00
	<u>\$2,186,500 00</u>

At a cost of	\$786,000 00
Express equipment	84,401 71
Ferry property	2,750,000 00
	<u>3,570,401 71</u>

Current assets, as follows, viz.:

Cash on hand	\$178,179 88
Due by agents	114,888 18
Open accounts	568,282 46
Materials and supplies	72,866 68
	<u>938,711 65</u>
	<u>\$27,980,425 08</u>

LIABILITIES.

Capital stock	\$12,000,000 00
Funded debt	18,966,402 88

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$142,853 85
Audited vouchers and pay-rolls	540,826 79
Open accounts	82,558 90
Loans and bills payable	262,826 88
	<u>978,568 92</u>
Profit and loss (surplus)	1,085,458 28
	<u>\$27,980,425 08</u>

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried	14,596,820
Number of passengers carried one mile	142,018,916
Number of tons of freight carried	805,980
Number of tons of freight carried one mile	83,045,180
Passenger train mileage	2,763,695
Freight train mileage	409,248
All other train mileage	578,115
Total train mileage	<u>3,751,058</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$2,914,415 82	\$2,222,880 75	\$692,064 57
Average per passenger carried	1997	1522	0475
Average per passenger per mile	0205	0156	0049
Average per passenger train per mile	1 05	80	25
Freight earnings and expenses (including miscellaneous earnings)	1,257,108 16	512,066 22	745,021 94
Average per ton of freight carried	1 5597	6853	9244
Average per ton of freight per mile	0680	0155	0225
Average per freight train per mile	3 07	1 25	1 88

ITEM.

Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes.....	1.731
Average rate received per mile per ton for carrying freight, all classes.....	3.804

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Long Island City to Greenport, Sag Harbor and Great Neck	205.56	.....	205.56
Total of branches or other roads authorized.....	82.04	74.06	156.10
Main line laid, single track.....	205.56	.....	205.56
Branches, or other roads, laid, single track.....	71.80	68.92	140.72
Total single track.....	277.36	68.92	346.28
Second track on main line	54.45	.....	54.45
Second track on branches or other roads.....	8.57	29.22	37.79
Total second track	63.02	29.22	92.24
Sidings and turnouts on main line	50.89	.....	50.89
Sidings and turnouts on branches or other roads.....	20.19	16.85	37.04
Total sidings and turnouts.....	71.08	16.85	87.93
Grand total of tracks, sidings and turnouts	411.46	114.19	526.45
Laid with steel rail, main line.....	260.01	.....	260.01
Laid with steel rail, branches or other roads	74.79	97.82	172.61
Laid with iron rail, branches or other roads.....	5.89	.....	5.89

Average life of rails — steel, 15 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 76 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OF ROAD.	From	To	Length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Creedmore Branch.....	Floral Park	Creedmore	1.91	Owned.	.....	1.91	.....
Locust Valley Branch..	Mineola	Oyster Bay	14.39	Owned.	3.61	18.00	.....
Hempstead Branch.....	Mineola	Hempstead Cross..	1.17	Owned.	.....	1.17	.....
Northport Branch.....	Hicksville.....	Old Northport	15.04	Owned.	.....	15.04	.....
Eastport Branch.....	Manor	Eastport.....	5.92	Owned.	.....	5.92	.....
Central Extension R.R.	Bethpage Junc....	Babylon	7.87	Owned.	.....	7.87	.....
Cedarhurst Branch.....	Woodsburg	Cedarhurst	1.68	Owned.	.....	.....	1.68
Woodside Branch	Woodside	Flush. Bridge Sta..	3.99	Owned.	.....	.....	.....
Whitestone Branch	Whitestone Junc..	Whitestone Land..	4.78	Owned.	.....	4.78	.....
Newtown & Flush. R.R.	Winfield.....	Flushing, Main st..	3.97	Owned.	.....	.....	.....
Hunter's P. & So. S. R.R.	N. Y. & Flush. Jun	Bushwick Junc....	1.63	Owned.	1.63	3.26	.....
Far Rockaway Branch..	Valley Stream....	N. Y. & R. B. Junc.	7.10	Owned.	.....	5.13	.....
N. Y. & Long Beach R.R.	Pearsalls	Point Lookout	10.30	Owned.	1.04	7.13	4.
N. Y. & Flushing R. R..	Long Island City..	N. Y. & Flus. Junc.	2.29	Owned.	2.29	4.58	.....
Stewart R. R.....	Floral Park	Bethpage	14.67	Leased.	.....	14.67	.....
	Garden City.....	Hempstead.....	1.77	Leased.	.....	1.77	.....
N. Y. & Rockaway R. R.	Rockaway Junc....	Far Rockaway....	9.01	Leased.	3.41	8.81	.....
Smithtown & P. J. R. R.	Northport Junc....	Port Jefferson	18.98	Leased.	.....	18.98	.....
N. Y., B. & M. B. R. R...	Fresh Pond Junc..	Manhattan Beach..	12.03	Leased.	12.00	24.03	.....
N. Y., B. & M. B. R. R...	Bay Ridge.....	Manhattan B. Jun.	4.23	Leased.	4.23	8.46	.....
N. Y., B. & M. B. R. R.,	Green Point.....	Cooper Ave. Junc.	8.79	Leased.	.....	1.94	.....
Brooklyn & Jam. R. R..	Flatbush avenue..	Jamaica	9.58	Leased.	9.58	19.16	.....

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	45	Feet. 8,000
Wooden bridges.....	18	280
Wooden trestles.....	75	13,871
Total	138	16,561

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	33	....	33	\$8,730	.....	16½	33	.....
Locomotives, 4 drivers.....	112	19	131	5,466	140,000	16½	130	.....
Total.....	145	19	164	.....	.....	.....	163	.....
First-class passenger cars.....	268	1	269	\$3,435	65,600	16½	269	269
Open excursion cars.....	9	38	97	1,100	22,400	16½	97	97
Paymasters' cars.....	1	....	1	3,300	33,000	16½	1	1
Baggage, mail and express cars.....	27	....	27	1,940	65,000	16½	27	27
Total.....	305	39	344	.....	.....	.....	344	344
Box freight cars.....	631	1	632	\$515	20,000	16½	55	407
Gondola cars.....	784	....	784	437	25,000	16½	.....	450
Tool cars.....	4	....	4	1,025	41,000	16½	2	.....
Derrick cars.....	1	....	1	1,800	60,000	16½	1	.....
Construction cars.....	10	....	10	445	19,800	16½	10	.....
Refrigerator cars.....	2	....	2	455	28,000	16½	2	.....
Produce cars.....	15	....	15	650	22,000	16½	10	15
Snow-plows.....	4	....	4	2,650	48,600	16½	.....	.....
Caboose 3-wheel cars.....	28	....	28	600	37,000	16½	28	.....
Service cars.....	11	26	37	11@350	19,000	16½	.....	.....
Total.....	1,490	27	1,517	.....	.....	.....	108	874

Westinghouse automatic air, Westinghouse vacuum, and Eames vacuum brake and the Janney and Miller coupler used on passenger cars; Westinghouse automatic air, Westinghouse vacuum brake on freight cars. The Miller, Smillie M. C. R., Marks and the regular drawhead on freight cars.

Lorenz split switches are used on all passenger tracks.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Leasehold owned and operated by company.....	99.44
Estimated value of real estate and personal property of company.....	\$3,851,632.00
Length of steel rails laid during year in repairs.....	64.64
Crossings crossing road at grade.....	4
Crossings crossing road over or under grade.....	9
Crossings at grade without protection.....	630
Crossings at grade protected by gates or flagmen.....	189
Crossings over or under grade.....	70
Obstructions less than 20 feet above track.....	57

Passenger cars are heated by steam from locomotive, lighted by 800° oil and ventilated by openings in clear story, sides and ends.

This company has its own express service.

The Woodruff Sleeping and Parlor Coach Company ran their cars over this line up to February 15, 1892, and since that date the Long Island Parlor Car and Sleeping Coach Company runs parlor cars over this line at 25 per cent of receipts.

The Woodruff Sleeping and Parlor Coach Company received \$18,312.61, the Long Island Parlor Car and Sleeping Coach Company \$4,478.14 for car mileage.

Total compensation for transportation of mails, per annum, \$32,082.12.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	18,890	1.65
Grain	86,845	10.45
Meats and provisions	18,368	2.25
Live stock	4,760	.34
Lumber	54,740	6.79
Pig bar iron, steel and iron or other ores	12,670	1.37
Coal and coke	187,480	23.25
Petroleum and other oils	7,080	1.00
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	8,915	1.11
All other manufactures	20,320	2.51
All other merchandise	66,708	7.04
All other agricultural products	74,101	9.19
All other articles not included above	268,908	33.12
Total	805,080	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	6	1	7
Employees	24	19	43
Others	14	24	38
Total	44	44	88

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 3,351
Aggregate amount of salaries and wages paid them during the year..... \$1,786,171 00

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, N. Y. city.
CHARLES M. PRATT	Vice-President	192 Broadway, N. Y. city.
BENJAMIN NORTON	Second Vice-President	Long Island City, N. Y.
GEORGE S. EDGELL	Treasurer	192 Broadway, N. Y. city.
E. B. HINSDALE	Secretary	192 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	Babylon, N. Y.
CHARLES M. PRATT	Brooklyn, N. Y.
JAMES G. K. DUER	New York city.
WILLIAM B. KENDALL	Brooklyn, N. Y.
JOHN P. TOWNSEND	New York city.
JAMES D. CAMPBELL	Jenkintown, Pa.
DANIEL LORD	New York city.
GEORGE S. EDGELL	New York city.
BENJAMIN NORTON	New York city.
FRANK L. BARBOTT	Brooklyn, N. Y.
EVERETT R. REYNOLDS	New York city.
WATSON B. DICKERMAN	Mamaroneck, N. Y.
DUMONT CLARKE	Schraffenburgh, N. J.

Title of company, The Long Island Railroad Company.

General offices at Jamaica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address J. Carlson, Auditor, Long Island City, N. Y.

MAHOPAC FALLS.

(Date of charter, March 6, 1884.)

Organized under the General Railroad Law. Constructed and operated in 1884, from Baldwin's Place, on the New York City and Northern Railroad, to the Mahopac mines, near Mahopac Falls, Putnam county, N. Y.

The company owns no rolling stock or equipment of any kind.

The New York City and Northern Railroad furnishes cars and motive power to operate the road.

All details relative to traffic, mileage, equipment, transportation, receipts and expenses will be embodied in their report.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	1,000	\$100,000	.....
Issued for actual cash	500	\$50,000	\$50,000
Issued on account of construction	500	50,000	50,000
Total now outstanding	1,000	\$100,000	\$100,000

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$23,439 60
Bridges	2,745 88
Rails	27,898 75
Land	18,000 00
Land damages.....	28,227 68
Passenger and freight stations	1,308 80
Engineering expenses	3,151 58
Telegraph line.....	916 00
Total cost of road	\$100,128 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,651 88
Less operating expenses (including all taxes).....	3,444 22
Surplus for year ending June 30, 1892	\$2,190 30

General Income Account.

Surplus for year ending June 30, 1892	\$2,190 30
Surplus up to June 30, 1891	112 50
Total surplus June 30, 1892	\$2,302 80

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

eight, all local	\$4,651 88
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OPERATING EXPENSES.

Maintenance of way and structures:

pairs of roadbed, bridges (including culverts and cattle guards), stations, shops, docks and fences.....	\$1,447 17
for general expenses	294 12
Total	\$2,441 29

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$100,112 50
Current assets, as follows, viz.:	
Cash on hand.....	2,190 30
	<u>\$102,302 80</u>
LIABILITIES.	
Capital stock	\$100,000 00
Profit and loss (surplus).....	2,302 80
	<u>\$102,302 80</u>

Description of Road and Equipment.		Miles owned all in N. Y. State.
TRACK		
Main line from Baldwin place to Mahopac Mines, single track.....		4.65
Sidings and turnouts on main line.....		.43
Grand total of tracks, sidings and turnouts.....		<u>4.99</u>
Laid with steel rail, main line.....		4.80
Weight of rails per yard—steel, 56 lbs.; iron, 66 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone, cinders and gravel.		

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestles	2	Feet. 278

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM F. BUCKLEY.....	President.....	60 Wall street, New York city.
HENRI M. BRAEM.....	Treasurer	69 Wall street, New York city.
LORENZO M. GILLET.....	Secretary.....	69 Wall street, New York city.

Directors of the Company.

Name.	Residence.
WILLIAM F. BUCKLEY	New York city.
HENRI M. BRAEM.....	New York city.
LORENZO M. GILLET	New York city.
ARTHUR E. WENDT.....	New York city.
CALVIN LITTLEFIELD	New York city.

Title of company, Mahopac Falls Railroad Company.

General offices at 69 Wall street, New York city.

Date of close of fiscal year, June 30, 1892.

For information concerning this report address Henri M. Braem, Treasurer.

MARINE.

(Date of charter, February 27, 1878.)

The Marine Railway was organized under an act of the Legislature, passed April 2, 1850, and the acts amendatory thereof and supplementary thereto. Road now extends from Manhattan Beach to Brighton Beach, N. Y., a distance of .326 of a mile.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding.....	500	\$50,000

Number of stockholders..... 8

Cost of Road and Equipment.Total cost up to
June 30, 1892.

Total cost of road	\$69,514 11
Total cost of equipment.....	21,327 52
Grand total cost of road and equipment	\$90,841 63

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,206 60
Less operating expenses (excluding all taxes)	18,087 43
Deficit from all sources	\$7,880 83

Deductions from income, as follows, viz.:

Rentals.....	\$750 00	
Taxes on earnings and capital stock.....	89 94	
		839 94

Deficit for year ending June 30, 1892..... \$8,640 77

General Income Account.

Deficit for year ending June 30, 1892.....	\$8,640 77
Surplus up to June 30, 1891....	30,012 88
Total surplus June 30, 1892	\$21,371 61

DETAILED STATEMENT OF RENTALS.

Brighton Beach Improvement Company (limited)	\$750 00
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Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

Passengers, all local.....	\$10,206 60
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OPERATING EXPENSES.*Maintenance of way and structures:*

Repairs of track and roadbed	\$6,013 34
Repairs of stations, shops, docks, etc	228 94
Repairs of fences.....	72 75
Total.....	\$6,315 03

Maintenance of equipment:

Repairs of locomotives	\$160 00
Repairs of cars.....	447 88
Total.....	\$607 88

Conducting transportation:

Wages of conductors and men	\$391 89
Wages of engineers and firemen	1,081 57
Fuel for locomotives	818 74
Oil and waste	16 80
Other train supplies or expenses	38 61
Wages of station agents, clerks, and for labor at stations	489 45
Station supplies	458 06
Wages of watchmen, flagmen and switchmen	951 08
Total	\$4,190 08

General expenses:

Stationery and printing	\$231 88
Outside agencies and advertising	2,881 44
Other general expenses	3,861 62
Total	\$6,954 44
Grand total operating expenses	\$11,097 43

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$69,814 11
Cost of equipment	51,827 52
<i>Current assets, as follows, viz.:</i>	
Open accounts	1,563 08
	\$92,407 56

LIABILITIES.

Capital stock	\$50,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	21,026 95
Profit and loss (surplus)	21,371 61
	\$92,407 56

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried	406,864
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Item.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$10,906 60	\$18,057 48	\$7,890 88
Average per passenger carried	0250	0441	0191

Description of Road and Equipment.

TRACK.

Miles owned, and
in N. Y. State

Main line authorized from Manhattan Beach to Brighton Beach, single track....	320
Second track on main line	320
Sidings and turnouts on main line	600
Grand total of tracks, sidings and turnouts	600

Weight of rails per yard—steel, 60½ lbs.; gauge of track, 4 feet 8½ inches; ballasted with cinders.

Description of Road and Equipment — (Continued).

Equipment.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	\$7,050	64,200	18½	2	2
Open excursion, baggage, mail and express cars	4	\$1,000	28,500	18½	4	4

Passenger cars are equipped with vacuum brake and Miller car coupler; Lorenz switch in use on entire line.

Miscellaneous Statistics.

Passenger cars are lighted by Adams and Westlake kerosene center lamps.

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President.....	192 Broadway, New York city.
E. R. REYNOLDS.....	Vice-President	192 Broadway, New York city.
W. G. WHEELER.....	Treasurer	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary and Assistant Treas.	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN.....	New York city.
E. R. REYNOLDS.....	New York city.
J. R. MAXWELL.....	Brooklyn, N. Y.
H. W. MAXWELL.....	Brooklyn, N. Y.
GEORGE S. EDGELL.....	New York city.
HENRY GRAVES.....	Orange, N. J.
D. S. VOORHEES	Woodbridge, N. J.

Title of company, The Marine Railway Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address D. S. Voorhees, Secretary.

MECHANIOVILLE AND FORT EDWARD.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

OPERATED BY FITCHBURG RAILROAD COMPANY.

(Date of charter, May 3, 1880.)

The Schuylerville and Upper Hudson Railroad Company was organized on the 30th of June, 1872, and the Upper Hudson Railroad Company on the 3d of March, 1872, both under the general road law. These roads were consolidated under the name of the Schuylerville and Upper Hudson Railroad Company on the 17th of April, 1872, which consolidation was confirmed by the legislature on the 4th of April, 1873. On the 22d of June, 1877, the property and franchises of company were sold under foreclosure, and the purchasers were organized as the Mechanioville and Fort Edward Railroad Company May 3, 1880, in accordance with the general railroad and supplementary acts. The construction of this road was commenced, but has been continued. The tracks have been taken up, but replaced by the Fitchburgh Railroad Company, by whom it is operated, and the amount received from them for rental is credited to earnings of the Rensselaer and Saratoga Railroad.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Par value.	
Authorized by law or charter.....	1,000	\$100,000	*\$10,000

Number of stockholders 26

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$2,804 78
Superstructure (including ties)	2,807 35
Land damages	41,771 00
Fences.....	58 10
Engineering expenses.....	7,471 84
Total cost of road	<u>\$54,928 07</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$54,928 07

LIABILITIES.

Capital stock \$10,000 00

Current liabilities, as follows, viz.:

Open accounts..... 44,928 07
\$54,928 07

Officers of the Company.

Name.	Title.	Official Address.
JAMES ROOSEVELT	President.....	New York city.
JAMES C. HARTT.....	Treasurer...	New York city.

Directors of the Company.

Name.	Residence.
THEODORE VOORHEES.	Spuyten Duyvil.
E. T. BULLARD	Troy, N. Y.
ISAAC V. BAKER	Comstock, N. Y.
ANDREW WILLIAMS.....	Plattsburgh, N. Y.
A. L. INMAN	Plattsburgh, N. Y.
C. D. HAMMOND.....	Slingerlands, N. Y.
J. WHITE SPRONG.....	Slingerlands, N. Y.
H. S. MARCY	Boston, Mass.
JAMES C. HARTT.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.

Title of company, Mechanicville and Fort Edward Railroad Company.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, no stated time

For information concerning this report address S. T. S. Henry, 21 Cortlandt street, New York city.

* Ten per cent paid in

MIDDLEBURGH AND SCHOHARIE.

(Date of charter, May 8, 1867.)

Constructed under act of May 8, 1867, chapter 806 of the Laws of New York. Date of opening October 19, 1868.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	1,000	\$100,000
Issued for actual cash and now outstanding	850	85,000
Number of stockholders.....		176

FUNDED DEBT.

Designation of Loan.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding	Cash realized on amount outstanding
			Rate.	When payable.			
Mort. bonds, first issue.....	1869	2	5 p.c.	Feb. & Aug.	\$10,000	\$10,000	\$10,000
Mort. bonds, second issue.....	1870	2	5	April & Oct.	10,000	8,000	6,500
Total					\$20,000	\$18,000	\$16,500

Cost of Road and Equipment.

Road.		Total cost up to June 30, 1892.
Passenger and freight stations		\$2,000 00
Engine and car houses.		800 00
Shops, machinery and tools.....		75 00
Road built by contract		98,000 00
Total cost of road		\$94,875 00
Equipment.		
Locomotives.....		\$4,500 00
Passenger cars		8,550 00
Freight and other cars		75 00
Total cost of equipment.....		\$8,125 00
Grand total cost of road and equipment.....		\$108,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,764 18
Less operating expenses (excluding all taxes)	6,994 80
Net earnings from operation	\$3,869 38
Income from other sources as follows, viz. :	
Interest	352 00
Gross income from all sources	\$4,191 38
Deductions from income, as follows, viz. :	
Interest on funded debt due and accrued.....	\$1,000 00
Interest on property used in operation of road.....	388 50
Interest on earnings and capital stock	43 89
Interest other than above	28 16
	1,555 55
Surplus for year ending June 30, 1892.....	\$2,635 78

General Income Account.

Surplus for year ending June 30, 1892	\$3,053 78
Deficit up to June 30, 1891	430 79
Total surplus June 30, 1892	\$3,218 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$5,851 62	\$5,851 62
Passengers, all local	\$4,546 05		4,546 05
Mail	294 56		294 56
Express	556 90		556 90
Miscellaneous, as follows, viz.:			
Telegraph	15 00		15 00
Total gross earnings	\$5,412 51	\$5,851 62	\$10,784 13

OPERATING EXPENSES.

Maintenance of way and structures:

Steel rails laid, 50 tons	\$750 62	\$750 62	\$1,501 25
Repairs of roadbed	905 20	905 20	1,810 40
Repairs of bridges (including culverts and cattle-guards)	100 50	100 50	201 00
Repairs of stations, shops, docks, etc.		110 25	110 25
Repairs of fences	97 21	97 20	194 41
Total	\$1,853 53	\$1,963 78	\$3,817 31

Maintenance of equipment:

Repairs of cars	\$25 60		\$25 60
Repairs of machinery and tools	23 15	\$27 15	54 30
Total	\$128 75	\$27 15	\$149 90

Conducting transportation:

Wages of conductor- and men	\$150 00	\$150 00	\$300 00
Wages of engineers and firemen	255 00	255 00	510 00
Fuel for locomotives	314 38	314 38	628 76
Oil and waste	26 00	26 00	52 00
Water supply	20 50	20 50	41 00
Wages of station agents and clerks	300 00	300 00	600 00
Wages for labor at stations		42 00	42 00
Station supplies	21 25	21 25	42 50
Wages of watchmen, flagmen and switchmen ..	91 25	91 25	182 50
Total	\$1,198 38	\$1,340 38	\$2,488 76

General expenses:

Salaries of general officers and clerks	\$150 00	\$150 00	\$300 00
General office expenses and supplies	17 62	17 62	35 25
Stationery and printing	12 15	12 15	24 30
Legal expenses	25 00		25 00
Loss and damage of freight and baggage		17 78	17 78
Mileage of cars of other companies (debit balance)		106 50	106 50
Total	\$214 77	\$304 05	\$518 82
Grand total operating expenses	\$3,839 43	\$3,535 87	\$6,994 60

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$94,875 0
Cost of equipment	8,125 0
Current assets, as follows, viz.:	
Cash on hand	2,297 2
Materials and supplies	51 0
	\$105,448 9

MIDDLEBURGH AND SCHOHARIE.

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LIABILITIES.

Capital stock.....	\$85,000 00
Funded debt.....	18,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay-rolls	280 00
Profit and loss (surplus)	2,218 99
	<u>\$105,448 99</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	14,480
Number of passengers carried one mile.....	81,296
Number of tons of freight carried.....	5,985
Number of tons of freight carried one mile.....	88,969
Passenger train mileage, mixed	11,000

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$5,412 61	\$3,389 41	\$2,023 06
Average per passenger carried.....	37	23	14
Average per passenger per mile	087	042	025
Freight earnings and expenses (including miscellaneous earnings)	8,851 08	8,535 87	\$1,816 95
Average per ton of freight carried.....	90	80	10
Average per ton of freight per mile.....	16	10	06

ITEM.

All local.
Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	4.586
Average rate received per mile per ton for carrying freight, all classes	15.78

Description of Road and Equipment.

TRACK.

Miles owned, all
in N. Y. State.

Main line from Middleburgh to Schoharie Court House, single track	5.78
Sidings and turnouts on main line	1.00
Grand total of tracks, sidings and turnouts.....	<u>6.78</u>

Laid with steel rails, main line.....	5.00
Laid with iron rails, main line.....	.78

Average life of rails—iron, 17 years; weight of rails per yard—steel, maximum, 56 pounds, minimum, 50 pounds; iron, 45 pounds; gauge of track, 4 feet 8½ inches; ballasted with gravel.

ENTIRE LINE IN N. Y. STATE.

BRIDGES.

	Number.	Aggregate length.
		Feet.
Wooden trestles	1	100

EQUIPMENT.

	Number owned.	Average cost of each.	Maximum weight of each in lbs.
L motive, 2 driven.....	1	\$5,000	34,000
P -class passenger cars.....	1		
S ice cars	1		

In brake, link and bolt coupler used on cars.
Right lever switches used exclusively on road.

REPORT OF THE RAILROAD COMMISSIONERS.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	5.75
Total assessed value of real estate and personal property of company	\$30,000
Length of steel rails laid during year in repairs, miles.....	.75
Highway crossings at grade without protection	1

Passenger car heated by stoves, lighted by kerosene oil and ventilated in top of car.
 National Express Company operates over road at twelve cents per 100 pounds.
 Receive from United States government for transportation of mails \$73.64 per quarter.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	100
Grain	200
Meats and provisions	5
Lumber	110
Coal and coke	2,100
Petroleum and other oils	30
Manufactures	30
All other merchandises	1,000
All other agricultural products	1,100
All other articles not included above.....	200
Total	5,905

EMPLOYEES.

Average number of persons employed (including officials) during year.....	12
Aggregate amount of salaries and wages paid them during year.....	\$1,000

Officers of the Company.

Name.	Title.	Official Address.
G. N. FRISBIE	President	Middleburgh, N. Y.
DURYEA BEEKMAN	Vice-President.....	Middleburgh, N. Y.
G. L. DANFORTH	Treasurer.....	Middleburgh, N. Y.
D. D. FRISBIE.....	Secretary	Middleburgh, N. Y.

Directors of the Company.

Name.	Residence.
G. N. FRISBIE	Middleburgh, N. Y.
DURYEA BEEKMAN.....	Middleburgh, N. Y.
G. L. DANFORTH.....	Middleburgh, N. Y.
D. D. FRISBIE.....	Middleburgh, N. Y.
W. H. ENGLE.....	Middleburgh, N. Y.
DOW BEEKMAN	Middleburgh, N. Y.
A. J. FREEMYER	Middleburgh, N. Y.
H. A. VROOMAN	Middleburgh, N. Y.
W. E. THORNE	Middleburgh, N. Y.
N. MANNING	Middleburgh, N. Y.
W. E. BASSLER.....	Middleburgh, N. Y.
T. C. MATTICE.....	Fultonham, N. Y.
* P. S. DANFORTH.....	Middleburgh, N. Y.

Title of company, Middleburgh and Schoharie Railroad Company.
 General office at Middleburgh N. Y.
 Date of close of fiscal year June 30.
 Date of stockholders' annual meeting, fourth Monday in March.
 For information concerning this report address, G. L. Danforth, Treasurer.

* Deceased.

MIDDLETOWN AND CRAWFORD.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 30, 1868.)

Leased to the New York, Lake Erie and Western Railroad Company, January 30, 1882.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter	5,000	\$250,000	
Issued for actual cash and now outstanding	2,444	122,200	\$122,200
Number of stockholders			73

FUNDED DEBT.

DESIGNATION OF DEBT.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Date.	When payable.			
First mortgage	April 1, 1871	30	p.c.	Apr. and Oct.	\$100,000		
extended.....	April 1, 1891	30	4½			\$66,000	\$66,000

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$54,828 95
Bridges	1,090 16
Superstructure (including ties)	47,617 56
Rolls	55,661 28
Land	8,959 16
Fences	9,769 00
Passenger and freight stations.....	5,858 85
Engine and car houses	3,817 08
Engineering expenses.....	6,223 87
Telegraph line	599 70
Total cost of road	\$193,364 11

Income Account for Year Ending June 30, 1892.

Gross income from all sources as follows, viz.:

Income from rent of road..... \$10,500

Deductions from income as follows, viz.:

Interest on funded debt due and accrued..... 2,970

Net income from all sources \$7,530 |

Distributions from net income, as follows, viz.:

Dividends declared, 5½ per cent on \$122,200, common stock 6,721 |Surplus for year ending June 30, 1892 \$809 |

General Income Account.	
Surplus for year ending June 30, 1892.....	\$809 08
Surplus up to June 30, 1891.....	7,494 10
Add adjustment of interest, previous year.....	412 50
Total surplus June 30, 1892	\$8,715 68

General Balance Sheet June 30, 1892.	
ASSETS.	
Cost of road.....	\$198,354 11
Current assets, as follows, viz.:	
Cash on hand.....	\$596 17
Open accounts.....	8,798 85
	4,894 52
	\$197,748 68
LIABILITIES.	
Capital stock	\$128,200 00
Funded debt.....	66,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	\$82 25
Dividends unpaid.....	742 50
	58 25
	883 00
Profit and loss (surplus).....	8,715 68
	\$197,748 68

Officers of the Company.		
Name.	Title.	Official Address.
JOHN KING.....	President.....	P. O. Box 839, New York city.
ALBERT BULL.....	Vice-President.....	Middletown, N. Y.
A. R. McDONOUGH.....	Secretary	P. O. Box 839, New York city.
EDWARD WHITE.....	Treasurer	P. O. Box 839, New York city.
Directors of the Company.		
Name.		Residence.
JOHN KING		New York city.
ALBERT BULL.....		Middletown, N. Y.
R. M. CROSBY		Middletown, N. Y.
W. L. STRONG		New York city.
E. B. THOMAS		New York city.
ANDREW DONALDSON		New York city.
A. R. McDONOUGH		New York city.

Title of company, Middletown and Crawford Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders annnal meeting, first Tuesday in December.
For information concerning this report, address A. R. McDonough, Secretary.

MIDDLETOWN, UNIONVILLE AND WATER GAP.
OPERATED BY THE NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, May 25, 1866.)
Capital Stock and Funded Debt.

CAPITAL STOCK.		
	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	6,000	\$300,000
Total now outstanding.....	2,977	149,850
Number of stockholders.....		110

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage.....	Nov. 1, 1886	20	p.c. 5	May & Nov.	\$235,000	\$150,000
Second mortgage.....	Dec 1, 1871	25	5	June & Dec.	400,000	250,000
Total .....	.....	.....	.....	.....	\$635,000	\$400,000

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$118,221 96
Bridges.....	12,180 30
Superstructure (including ties) and rails.....	164,546 96
Land and land damages.....	85,942 89
Passenger and freight stations.....	16,367 88
Engine and car houses	660 84
Engineering expenses.....	7,565 64
Total cost of road	\$350,476 47

† Equipment.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$38,589 51
Less operating expenses (excluding all taxes)	24,668 34
Net earnings from operation	\$13,921 17

Income from other sources as follows, viz.:

Rents	174 00
Gross income from all sources.....	\$14,095 17

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$20,000 00
Taxes on property used in operation of road.....	1,822 18
Taxes on earnings and capital stock.....	47 20
Taxes other than above, Railroad Commissioners.....	67 58
	21,936 86
Deficit for the year ending June 30, 1892.....	\$7,841 69

General Income Account.

Deficit for year ending June 30, 1892	\$7,841 69
Deficit up to June 30, 1891.....	270,280 82
Total deficit June 30, 1892.....	\$278,122 51

* The first mortgage bonds matured November 1, 1886, and were extended for twenty-five years from that date at five per cent interest per annum.

† The equipment used on this road belongs to the New York, Susquehanna and Western Railroad Company.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through.....	\$30,408 98			
Freight, local.....	144 53			
			\$30,548 46	\$30,548 46
Passengers, through.....	\$6,057 52			
Passengers, local.....	548 30			
		\$6,406 74		6,406 74
Mail.....		1,017 40		1,017 40
Express.....		1,617 91		1,617 91
Total gross earnings.....		\$9,041 05	\$30,548 46	\$38,589 51

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$2,897 26	\$1,626 81	\$4,524 16
Repairs of roadbed.....	688 07	257 29	945 36
Repairs of bridges (including culverts and cattle guards).....	496 13	263 21	759 34
Repairs of stations, shops, docks, etc.....	50 26	29 08	79 34
Repairs of fences.....	391 89	223 71	615 60
Other expenses for maintenance of way and structures.....	42 58	24 20	66 78
Total.....	\$4,474 97	\$2,564 50	\$7,039 47

Conducting transportation:

Wages of conductors and men.....	\$1,626 79	\$929 64	\$2,556 43
Fuel for locomotives.....	4,974 09	2,839 44	7,813 53
Wages of station agents and clerks.....	2,249 18	1,854 78	4,103 96
Total.....	\$9,850 06	\$5,623 86	\$15,473 92

General expenses:

Mileage of cars of other companies (debit balance).....	\$1,487 27	\$702 43	\$2,189 70
Other general expenses.....	16 71	9 54	26 25
Total.....	\$1,453 98	\$711 97	\$2,165 95
Grand total operating expenses.....	\$15,779 01	\$6,889 23	\$24,668 24

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$350,475 47
Current assets, as follows, viz.:	
Cash on hand.....	373 00
Profit and loss (deficiency).....	278,122 51
	\$628,971 98

LIABILITIES.

Capital stock.....	\$140,000 00
Funded debt.....	400,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	\$175 00
Dividends unpaid.....	198 00
Open accounts.....	78,748 98
	79,121 98
	\$628,971 98

MIDDLETOWN, UNIONVILLE AND WATER GAP.

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Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried.....	23,720	2,897	26,617
Number of passengers carried one mile.....	222,199	11,564	233,763
Number of tons of freight carried.....	69,786	294	70,080
Number of tons of freight carried one mile....	591,673	1,091	592,764
Passenger train mileage.....			22,594
Freight train mileage.....			12,749
Total train mileage.....			35,343

Item.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$9,041 05	\$15,779 01	\$6,737 96
Average per passenger carried.....	8403	5857	2546
Average per passenger per mile.....	0876	0555	0321
Average per passenger train per mile.....	4003	6934	2931
Freight earnings and expenses (including miscellaneous earnings).....	\$9,548 46	8,899 33	Profit.. 649 13
Average per ton of freight carried.....	4684	1409	3275
Average per ton of freight per mile.....	0498	0150	0348
Average per freight train per mile..	2 3123	0977	1 3146

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.64	Cents. 3.01	Cents. 2.66
Average rate received per mile per ton for carrying freight, all classes.....	4.9636	18.946	4.934

Description of Road and Equipment.

Track.	Miles owned all in N. Y. State.
Main line from Middletown to Unionville, single track.....	12.9
Sidings and turnouts on main line.....	3.24
Grand total of tracks, sidings and turnouts.....	16.14
Laid with steel rail, main line.....	12.9
Average life of rails — steel, 15 years; average life of ties, 6 years; weight of rails per yard — steel, 60 lbs; gauge of track, 4 feet 9 inches; ballasted with gravel.	

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	3	Feet. 1,985

Passenger cars equipped with Westinghouse air brake and Miller coupler.
Double point switches exclusively used on road.

REPORT OF THE RAILROAD COMMISSIONERS.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Railroads crossing road over or under grade.....	1
Highway crossings at grade without protection.....	12

Passenger cars are heated by steam, lighted by 200° oil and Frost lights, and ventilated by deck sashes.

National Express Company operates over road.

Received \$77.91 per mile since July 1, 1889, for transporting United States mails.

Description of Freight Moved.

Item.	Tonnage.	Per cent.
Flour	898	1.48
Grain	2,002	4.11
Meats and provisions	47	.07
Live stock	67	.11
Lumber	2,207	3.56
Pig and bar iron and steel	182	.29
Coal and coke	21,186	39.69
Petroleum and other oils	456	.73
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	976	1.55
All other manufactures.....	1,946	1.97
All other merchandise	216	.39
All other agricultural products	8,089	12.89
All other articles not included above	24,771	39.26
Total.....	68,089	100

Officers of the Company.

Name.	Title.	Official Address.
JAMES M. HARTSHORNE.....	*President.....	15 Cortland st., N. Y. city.
JOHN P. RAFFERTY	Vic-President.....	15 Cortland st., N. Y. city.
	Secretary and Treasurer.	15 Cortland st., N. Y. city.

Directors of the Company.

Name.	Residence.
STEPHEN V. WHITE.....	Brooklyn, N. Y.
CHARLES V. WARE	New York city.
SIMON BORG	New York city.
CHARLES MINKESHEIMER	New York city.
FREDERICK P. MOORE.....	New York city.
FRANK C. LAWRENCE, Jr.....	New York city.
ROBERT K. DOW	Claremont, N. H.
JOHN P. RAFFERTY	Brick Church, N. J.
GARRETT A. HORANT	Patterson, N. J.
CORNELIUS T. DEMAREST	Hackensack, N. J.
JAMES M. HARTSHORNE	New York city.
I. I. DEMAREST	Hackensack, N. J.

Title of lessor company, Middletown, Unionville and Water Gap Railroad Company.

Title of lessee company, New York, Susquehanna and Western Railroad Company.

General office at 15 Cortlandt street, New York city.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, last Monday in May.

For information concerning this report address, J. P. Rafferty, Treasurer of company or C. V. Ware, Auditor of lessee company.

* Vacancy.

MONTGOMERY AND ERIE.

LESSOR.

LESSOR — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 2, 1886.)

The Erie Railway Company leased this road January 1, 1872, and agreed in the lease to make all necessary reports as to the operations of the road, to the State Engineer, as required by law. The New York, Lake Erie and Western Railroad Company, successor to said Erie company and this company, adopted the old lease with a few modifications as a permanent lease of this road to that company, and the road is now operated by it.

For operation, see report of that company.

Cost of road as stated in this report, relates to expenditures made prior to said lease January 1, 1872.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	25,000	\$250,000	.....
Issued for actual cash and now outstanding....	15,000	150,000	\$150,000
Number of stockholders			125

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds..	May 1, 1886	60	P. C. 5	May 1 & Nov. 1.	\$120,000	\$120,000	\$108,880 88
Second mort. bonds	Oct. 1, 1887	60	5	Apr. 1 & Oct. 1.	70,000	40,500	25,225 00
Total.....					\$200,000	\$170,500	\$134,705 88

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$114,979 17
Bridges.....	3,461 34
Superstructure (including ties) and rails	125,955 85
Land, land damages and fences	44,875 08
Passenger and freight stations	8,099 58
Engine and car houses, fuel and water stations.....	4,923 64
Engineering expenses	13,804 19
Telegraph line.....	1,291 21
Total cost of road	\$327,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental from leases.....	\$16,000 00
-------------------------	-------------

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$3,825 00
Taxes on earnings and capital stock.....	165 75
Salaries and office expenses	422 00
	9,155 75
Net income from all sources	\$6,844 25

Payments from net income, as follows, viz.:

Dividends declared, $\frac{4}{5}$ per cent on \$150,000 common stock.....	6,750 00
Surplus for year ending June 30, 1892.....	\$94 75

General Income Account.

Surplus for year ending June 30, 1898	\$24 75
Surplus up to June 30, 1891	1,189 44
Total surplus June 30, 1898	<u>\$1,214 19</u>

General Balance Sheet June 30, 1898.

ASSETS.	
Cost of road	\$237,000 00
Current assets, as follows, viz.:	
Cash on hand	1,214 19
	<u>\$238,214 19</u>
LIABILITIES.	
Capital stock ..	\$150,000 00
Funded debt	170,500 00
Current liabilities, as follows, viz.:	
Sinking fund	\$,500 00
Profit and loss (surplus)	1,214 19
	<u>\$238,214 19</u>

Officers of the Company.

Name.	Title.	Official Address.
J. M. WILKIN	President	Montgomery, N. Y.
C. J. EVERETT	Vice-President and Treasurer	Goshen, N. Y.
WALTER J. MEAD	Secretary	Montgomery, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE SENIOR	Montgomery N. Y.
JOSEPH M. WILKIN	Montgomery, N. Y.
DANIEL M. WADE	Montgomery, N. Y.
EBENEZER VAN ALST	Montgomery, N. Y.
WILLIAM S. MOULD	Montgomery, N. Y.
FREDERIC BODINE	Montgomery, N. Y.
GEORGE W. ACKERLY	Montgomery, N. Y.
GEORGE BERGEN	Montgomery, N. Y.
WALTER J. MEAD	Montgomery, N. Y.
CHARLES J. EVERETT	Goshen, N. Y.
GEORGE W. MURRAY	Goshen, N. Y.
JOHN M. QUACKENBOS	New York city.
CHARLES M. VAIL	New York city.

Title of company, Montgomery and Erie Railway Company.

General offices at Montgomery, Orange county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address J. M. Wilkin, President.

MOUNT MCGREGOR.

(Date of charter, February 27, 1893.)

REORGANIZED APRIL 18, 1898.

On May 4, 1891, Frank Jones was appointed Receiver under the foreclosure of the second mortgage.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	1,750	\$175,000	3,250	\$325,000.
Grand total of common and preferred stock now outstanding				\$500,000 ..
Number of stockholders				

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	May 4, 1889	1	p.c. 6	.....	\$22,500	\$22,500	\$22,500
Second mortgage ...	May 4, 1889	1	6	.....	27,500	27,500	27,500
Total.....	.....	.....	.....	.....	\$50,000	\$50,000	\$50,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, ballast and filling trestle.....	\$1,402 71	.....
Superstructure (including ties).....	424 07	.....
Shops, machinery and tools	85 99	.....
Interest and discount charged to construction	2 50	.....
Total cost of road, equipment, hotel, etc., as reported up to June 30, 1891 .....	.....	\$555,042 20
Grand total cost of road, equipment, Mountain Hotel, etc..	\$1,865 27	\$556,907 47

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$11,771 00
Less operating expenses (excluding all taxes).....	9,425 13
Gross income from all sources	\$2,345 47
<i>Deductions from income, as follows viz.:</i>	
Interest on funded debt due and accrued.....	\$3,000 00
Rentals	500 00
Taxes on property used in operation of road.....	568 11
Taxes on earnings and capital stock	27 50
Taxes other than above	51 01
	4,246 62
Deficit for year ending June 30, 1892.....	\$1,905 15

General Income Account.

Deficit for year ending June 30, 1892	\$1,905 15
Deficit up to June 30, 1891.....	10,869 28
Total deficit June 30, 1892	\$12,774 43

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Passengers, all local.....	\$11,001 90
Mail	25 00
Miscellaneous, as follows, viz.:	
Privileges	25 00
Total gross earnings	\$11,051 90
OPERATING EXPENSES.	
<i>Maintenance of way and structures:</i>	
Repairs of track and roadbed.....	\$1,404 24
Repairs of bridges (including culverts and cattle-guards).....	54 22
Repairs of stations, shops, docks, etc.,.....	1 25
Total	\$1,459 71

Maintenance of equipment:

Repairs of locomotives.....	\$304 30
Repairs of cars	124 27
Other expenses for maintenance of equipment	411 71
Total	\$740 27

Conducting transportation:

Wages of conductors and men.....	\$487 50
Wages of engineers and firemen.....	1,137 67
Fuel for locomotives.....	912 33
Oil and waste.....	105 01
Wages of station agents and clerks.....	355 07
Wages of watchmen, flagmen and switchmen	120 00
Other expenses for conducting transportation	242 51
Total	\$3,350 09

General expenses:

Salaries of general officers and clerks.....	\$300 00
General office expenses and supplies.....	168 05
Stationery and printing.....	28 73
Outside agencies and advertising	421 05
Legal expenses.....	604 08
Other general expenses, insurance, etc	1,325 03
Total	\$3,446 75

Grand total operating expenses.....	\$9,435 13
--	-------------------

General Balance Sheet June 30, 1893.**ASSETS.**

Cost of road and equipment.....	\$555,907 47
Current assets, as follows, viz.:	
Cash on hand.....	535 18
Open accounts	64 90
Profit and loss (deficiency).....	12,725 45
	\$579,228 95

LIABILITIES.

Capital stock	\$500,000 00
Funded debt.....	50,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	95 75
Audited vouchers and pay-rolls	1,543 33
Open accounts.....	4,979 16
Loans and bills payable	3,980 50
Sundries	850 00
	\$579,228 95

Traffic and Mileage Statistics.

	All local.
Number of passengers carried.....	34,534
Number of passengers carried one mile.....	243,159
Passenger train mileage.....	15,164

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$11,771 60	\$9,435 13	\$2,336 47
Average per passenger carried.....	479	264	215
Average per passenger per mile.....	438	267	171
Average per passenger train per mile.....	365	730	365

Item.

Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile for carrying passengers, all classes.....	4.3

MOUNT MCGEGOR.

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Description of Road and Equipment.

TRACK.		Miles, all in New York State.
Main line, from Saratoga to Lake George, single track		10.50
Sidings and turnouts on main line .....		.47
Grand total of tracks, sidings and turnouts.....		10.97
Laid with iron rail, main line.....		10.50
Laid with iron rail, branches or other roads .....		.47
Average life of ties, 4 years; weight of rails per yard—iron, 35 lbs; gauge of track, 3 feet; ballasted with sand.		

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	2	Feet. 75
Wooden trestles.....	6	1,417
Total.....	8	1,492

EQUIPMENT.			
	No. owned.	Average cost of each.	Maximum weight of each in lbs.
Locomotives, 4 drivers.....	2	\$8,000	28,000
First-class passenger cars.....	6	\$3,500	
Second-class passenger cars	1	1,900	
Baggage, mail and express cars	1	1,000	
Totals	8		
Flat freight cars	4		

Earnes' vacuum brake and common coupler on passenger cars.
 Lorenz spring switch in use on line.

Miscellaneous Statistics.

ITEM.		Entire line in N. Y. State.
Telegraph owned and operated by company, miles		10
Total assessed value of real estate and personal property of company		\$98,375
Highway crossings at grade without protection		4
Highway crossings at grade protected by gates or flagmen.....		2

Passenger cars not heated; used for summer travel only; lighted with kerosene and ventilated by ordinary methods.

EMPLOYEES.

Average number of persons employed (including officials) during the year, not including special, 1902.....	24
Aggregate amount of salaries and wages paid them during the year	\$5,963 55

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM J. ARNELL.....	President.....	Fifth ave. and 16th st., N. Y. city.
DOUGLASS W. MARRE	Vice-President	Ballston Spa, N. Y.
FRANK JONES	Secretary and Treasurer.	Ballston Spa, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
WILLIAM J. ARKELL.....	New York city.
A. G. RICHMOND.....	Canajoharie, N. Y.
BARTLETT ARKELL.....	Canajoharie, N. Y.
ED. S. SMITH.....	Canajoharie, N. Y.
JAMES ARKELL.....	Canajoharie, N. Y.
ADAM SMITH.....	Canajoharie, N. Y.
JOHN WARNER.....	Amsterdam, N. Y.
A. B. VROOMAN.....	Amsterdam, N. Y.
D. W. MARKE.....	Ballston Spa, N. Y.
FRANK JONES.....	Ballston Spa, N. Y.
WM. A. MEHAN.....	Ball-ton Spa, N. Y.
ED. F. GROSE.....	Ballston Spa, N. Y.
GEORGE E. SETTLE.....	Ballston Spa, N. Y.

Title of company, Mount McGregor Railroad Company.

General offices at Ballston Spa, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in February.

For information concerning this report, address Frank Jones, Receiver.

NEWBURGH, DUTCHESS AND CONNECTICUT.

(Date of charter, January 8, 1877.)

This company was originally the Dutchess and Columbia Railroad Company, the articles of association of which were filed at the office of the Secretary of State, Albany, N. Y., September 4, 1866, under an act to authorize the formation of railroad companies and to regulate the same, passed April 2, 1850, and amendments thereto.

Surveys were made in 1867, construction commenced in 1868, continued till, in 1871, the whole line, from Dutchess Junction, Dutchess county, N. Y., to the State line between Connecticut and New York, near Millerton, Dutchess county, was completed and in operation. On the 5th of August, 1876, a sale was held under a decree of foreclosure of the first mortgage of the Dutchess and Columbia Railroad Company, and the property, franchises, etc., of that corporation were sold, and on the 8th day of January, 1877, a new corporation was formed, under the name of the Newburgh, Dutchess and Connecticut Railroad Company, which took possession of the road, property, etc., on February 1, 1877, and since then has operated the road, as shown by its annual reports.

In accordance with the articles of association organizing the Newburgh, Dutchess and Connecticut Railroad Company, dated and filed in the Secretary of State's office on or about the 8th day of January, 1877, it was provided, among other things, that common stock should be issued to the second mortgage bondholders and the fourth mortgage bondholders of the Dutchess and Columbia Railroad Company, at the rate of fifty cents on the dollar thereof.

Holders of the second mortgage bonds and fourth mortgage bonds have surrendered securities, and there has been issued to them in lieu thereof, and for other purposes, common stock to the amount of \$328,000.

At the time of the organization of the company, through an error, an over-issue of preferred stock was made to the coupon holders of the first mortgage bonds of the Dutchess and Columbia Railroad Company to the extent of \$115,850. Subsequently an agreement was entered into between the preferred stockholders and the company, by which they surrendered \$127,900 of preferred stock. The difference between these two amounts, viz., \$328,000 and \$120,900, being \$207,100, is carried to cost of road and equipment accordingly.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of constructed road under certificate of organization and now outstanding	10,000	\$500,000	12,000	\$600,000

Grand total of common and preferred stock now outstanding..... \$1,100,000
 Number of stockholders..... 130

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Collateral trust bond on franchise and all property	May 1, 1890	80	p.c. 5	May and Nov.	\$386,000	\$386,000
Income mortgage on franchise and all property...	June 1, 1877	100	6	When earned	1,685,000	1,164,500
Total					\$1,861,000	\$1,890,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1899.	Total cost of road and equipment up to June 30, 1899.
Shops, machinery and tools.....	\$542 18	
Purchase of constructed road.....	12,600 00	
Telegraph line	581 51	
Total cost of road as reported up to June 30, 1891.....		\$2,540,677 74
Total cost of road.....	\$13,723 69	\$2,554,401 43
EQUIPMENT.		
Locomotives		
Passenger cars		
Mail, baggage and express cars.....		\$58,402 86
Freight and other cars.....		
Barges, boats and tugs		
Total cost of equipment.....		\$58,402 86
Grand total cost of road and equipment.....	\$13,723 69	\$2,612,870 71

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to machinery	\$542 18
Right of way purchased	\$900 00
Right of way sold.....	750 00
	\$350 00
Preferred stock issued under organization agreement in purchasing road	12,600 00
Telegraph line.....	581 51
Total	\$13,723 69

Income Account for Year Ending June 30, 1899.

Gross earnings from operation.....	\$172,505 46
Less operating expenses (excluding all taxes).....	122,376 86
Net earnings from operation.....	\$41,128 60
<i>Income from other sources as follows, viz.:</i>	
Lease of tenement houses at Dutchess Junction.....	245 96
	\$41,374 56
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,800 00
Taxes on property used in operation of road.....	4,986 48
Taxes on earnings and capital stock.....	878 00
Interest on real estate, mortgages, etc	6,097 28
Legal expenses account	585 00
	28,776 76
Surplus for year ending June 30, 1899.....	\$17,597 80

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892.....	\$17,597 39
Surplus up to June 30, 1891.....	75,317 20
Total surplus June 30, 1892	<u>\$92,914 59</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$448 22		
Freight, local	77,905 96		
		\$78,414 18	\$78,414 18
Passengers, local.....	\$34,923 27		\$34,923 27
Mail	4,128 89		4,128 89
Express	1,975 49		1,975 49
Miscellaneous, as follows, viz.:			
Car service		1,227 48	1,227 48
Rent of track	5,141 70	57,074 99	62,216 69
Total gross earnings.....	<u>\$36,178 96</u>	<u>\$127,896 56</u>	<u>\$173,505 46</u>

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track and roadbed.....	\$11,101 96	\$22,206 48	\$33,308 44
Steel rails laid, 300 tons, cost \$9,432.85.			
Repairs of bridges (including culverts and cattle guards)	2,085 90	6,257 96	8,343 86
Repairs of stations, shops, docks, etc	522 52	1,973 10	2,495 62
Repairs of fences	288 24	714 64	1,002 88
Other expenses for maintenance of way and structures	11 77	36 21	47 98
Total	<u>\$13,980 65</u>	<u>\$31,187 41</u>	<u>\$45,168 07</u>
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$1,973 07	\$5,946 20	\$7,919 27
Repairs of cars.....	2,825 07	5,215 97	8,041 04
Repairs of machinery and tools.....	291 04	622 16	913 20
Other expenses for maintenance of equipment.....	980 77	1,875 75	2,856 52
Total	<u>\$5,461 95</u>	<u>\$13,660 18</u>	<u>\$19,122 13</u>
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$1,255 80	\$5,258 49	\$6,514 29
Wages of engineers and firemen.....	2,220 18	3,225 27	5,445 45
Fuel for locomotives	2,777 29	8,539 07	11,316 36
Oil and waste	154 94	322 20	477 14
Water supply	125 26	406 08	531 34
Other train supplies or expenses.....	156 16	62 28	218 44
Wages of station agents and clerks.....	2,120 24	6,890 71	8,910 95
Wages for labor at stations	165 00	627 87	792 87
Station supplies.....	189 08	525 88	714 96
Wages of watchmen, flagmen and switchmen..	722 07	2,722 20	3,444 27
Other expenses for conducting transportation..	729 79	2,214 73	2,944 52
Total	<u>\$11,473 81</u>	<u>\$35,406 11</u>	<u>\$46,880 92</u>
<i>General expenses :</i>			
Salaries of general officers and clerks	\$2,824 96	\$2,450 04	\$5,275 00
General office expenses and supplies	225 00	265 61	490 61
Stationery and printing.....	205 45	845 44	1,050 89
Legal expenses	1 25	3 75	4 00
Loss and damage of freight and baggage.....		26 86	26 86
Damage to cattle and property	26 26	75 75	102 01
Other general expenses	411 77	1,275 28	1,687 05
Total	<u>\$3,694 79</u>	<u>\$4,816 93</u>	<u>\$8,511 72</u>
Grand total operating expenses.....	<u>\$34,779 19</u>	<u>\$97,597 47</u>	<u>\$132,376 66</u>

NEWBURGH, DUTCHESS AND CONNECTICUT.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road		\$2,554,401 43
Cost of equipment.....		58,469 28
- Other permanent investments, as follows, viz.:		
Real estate		1,222 47
Current assets as follows, viz.:		
Cash on hand.....	\$19,456 84	
Due by agents.....	1,672 98	
Open accounts.....	16,963 87	
Materials and supplies.....	17,847 03	
		55,940 17
		<u>\$2,670,084 35</u>

LIABILITIES.

Capital stock	\$1,100,000 00
Funded debt.....	1,890,500 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay-rolls	10,094 91
Open accounts.....	934 88
Loans and bills payable	10,000 00
Real estate mortgages	65,000 00
Profit and loss (surplus)	98,514 56
	<u>\$2,670,084 35</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	.....	84,567	84,567
Number of passengers carried one mile.....	.....	898,790	898,790
Number of tons of freight carried	882	108,555	104,387
Number of tons of freight carried one mile....	20,698	1,917,057	1,937,685

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$36,178 88	\$34,779 19	\$1,399 69
Average per passenger carried.....	498	041	018
Average per passenger per mile....	045	089	006
Average per passenger train per mile.....	1 821	1 269	052
Freight earnings and expenses (including miscellaneous earnings)	137,326 58	97,597 47	39,729 11
Average per ton of freight carried	1 31	98	38
Average per ton of freight per mile	07	05	02
Average per freight train per mile.....	1 49	1 06	43

ITEM	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents.	Cents. 2.7	Cents. 2.7
Average rate received per mile per ton for carrying freight, all classes.....	2.1	4.6	4.1

Description of Road and Equipment.		Miles, all in N. Y. State.
Main line from Dutchess Junction to State line, between New York and Connecticut, at Millerton, single track.....		58.94
Sidings and turnouts on main line.....		10.76
Grand total of tracks, sidings and turnouts		69.60
Laid with steel rail, main line.....		54.07
Laid with iron rail, main line.....		4.77
Average life of rail — steel, 5 years; iron, 15 years; average life of ties, 3 years; weight of rails per yard — steel, maximum, 74 lbs.; minimum, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches., partially ballasted with gravel.		

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet
Iron bridges	6	536
Wooden bridges	1	90
Wooden trestles	4	1,354
Total	11	2,179

Equipment.	Number owned.	Average cost of each.	Maximum weight of each, in pounds.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	1	\$7,000	130,000	20	.....	.....
Locomotives, 4 drivers	6	5,000	114,000	20	6	.....
Total	7	.....	.....	.....	6	.....
First-class passenger cars.....	4	\$2,000	45,000	15	4	4
Second-class passenger cars	3	1,500	43,000	15	3	3
Baggage, mail and express cars.....	3	1,200	40,000	15	3	3
Total	10	.....	.....	.....	10	10
Box freight cars.....	50	\$400	20,000	15	.....	.....
Stock freight cars.....	4	400	18,000	12	.....	.....
Charcoal freight cars	3	400	20,000	15	.....	.....
Coal freight cars.....	116	350	17,000	12	.....	.....
Flat freight cars.....	22	300	15,000	10	.....	.....
Caboose, 4 wheel cars.....	1	350	18,000	15	.....	.....
Service cars, tool	1	.....	.....	.....	.....	.....
Total	199	.....	.....	.....	.....	.....

Passenger cars equipped with Westinghouse automatic brake, Cowell and Miller coupler; freight cars with regular freight brake and coupler.
Lorenz safety switch on nine-tenths of road; balance open or stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph operated by company, owned by W. U. Tel. Co., miles.....	50
Cost of real estate now held by company, exclusive of that used in operation ...	\$1,222 47
Total assessed value of real estate and personal property of company	427,508 00
Length of steel rails laid during year in repairs, miles	2.17
Length of iron rails laid during the year in repairs, sidings .....	.12
Railroads crossing road at grade	2
Highway crossings at grade without protection	61
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	11
Overhead obstructions less than twenty feet above track.....	.....

Cars are heated by fire-proof seamless Baker heater on mixed trains. Same heater with steam attachment on passenger trains, lighted with mineral seal oil, 800° fire test; ventilated by Creamer ventilators.

American Express Company operates over line, pays one and one-half first-class freight rate on merchandise. Half fare for messenger.

Receive \$70.97 per mile a year from Post Office Department for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	755	.7
Grain	8,557	8.8
Meats and provisions ..	800	.8
Live stock	588	.6
Lumber	10,808	10.0
Pig and bar iron and steel	2,453	2.4
Iron or other ores.....	22,800	21.8
Coal and coke.....	24,840	23.4
Petroleum and other oils....	220	.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	3,260	3.1
All other manufactures.....	1,171	1.1
All other merchandise ..	2,412	2.3
All other agricultural products.....	9,888	9.
All other articles not included above	7,067	7.3
Total	104,867	100 .

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 179
 Aggregate amount of salaries and wages paid them during the year \$82,911 51

Officers of the Company.

Name.	Title.	Official Address.
JOHN S. SCHULTZ	President and Treasurer	Matteawan, N. Y.
WILLIAM LUMMIS	Vice-President.....	New York city.
WILLIAM A. WELLS	Secretary and General Accountant..	Matteawan, N. Y.
CHAS. S. KIMBALL	Supt. Freight and Purchasing Agent	Matteawan, N. Y.
WM. H. MOORE.....	Ticket Agent and Auditor Passenger and Freight Accounts	Matteawan, N. Y.
G. D. HOLMES	Master Mechanic	Dutchess Junction, N. Y.
F. D. SMITH.....	Roadmaster	Millbrook, N. Y.

Directors of the Company.

Name.	Residence.
JOHN S. SCHULTZ.....	Boonton, N. J.
WILLIAM LUMMIS	New York city.
L. B. WARD	Jersey City, N. J.
WM. S. END	Pine Plains, N. Y.
WM. N. SAYER.....	Pine Plains, N. Y.
ROBERT G. COFFIN.....	Millbrook, N. Y.
GEORGE POTTER	Billing, N. Y.
ALBERT EMANS	La Grangeville, N. Y.
CHAS. S. KIMBALL.....	Matteawan, N. Y.
R. C. VAN WYCK.....	Hopewell Junction, N. Y.
WM. R. SCHULTZ.....	Manchester, N. J.
WM. H. MOORE.....	Matteawan, N. Y.
NORMAN T. PLASS.....	Copake Iron Works, N. Y.

Title of company, Newburgh, Dutchess and Connecticut Railroad Company.

General offices at Matteawan, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' meeting, January.

For information concerning this report, address John S. Schultz, President and Treasurer.

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$30,430 36	\$3,644 34	\$34,074 70
Steel rails laid, 150 tons, cost, \$4,694.30.			
Repairs of stations, shops, docks, etc.....	8,547 82	797 79	9,345 61
Repairs of fences	531 80	49 68	581 48
Other expenses for maintenance of way and structures.....	80 67	7 53	88 20
Total	\$39,640 55	\$3,699 79	\$43,340 34
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$13,087 32	\$1,128 16	\$14,215 48
Repairs of cars	10,378 07	989 63	11,367 70
Repairs of machinery and tools.....	1,440 80	134 45	1,575 25
Other expenses for maintenance of equipment.....	1,971 70	184 68	2,156 38
Total	\$26,877 89	\$3,436 92	\$30,314 81
<i>Conducting transportation:</i>			
Wages of conductors and men	\$16,188 35	\$1,608 35	\$17,796 70
Wages of engineers and firemen.....	13,754 59	1,190 48	14,945 07
Fuel for locomotives.....	39,736 44	3,707 33	43,443 77
Oil and waste	1,408 81	187 04	1,595 85
Water supply	774 69	73 30	848 00
Other train supplies or expenses	1,236 80	115 41	1,352 21
Wages of station agents and clerks.....	14,879 73	1,366 78	16,246 51
Wages for labor at stations.....		7,417 56	7,417 56
Station supplies.....	1,379 38	182 78	1,562 16
Wages of watchmen, flagmen and switchmen ..	4,433 15	413 76	4,846 91
Total.....	\$93,791 08	\$16,078 12	\$109,869 20
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$10,743 86	\$1,003 72	\$11,747 58
General office expenses and supplies.....	295 33	37 56	332 89
Stationery and printing	1,434 98	133 93	1,568 91
Outside agencies and advertising.....	684 11	63 53	747 64
Loss and damage of freight and baggage		146 84	146 84
Damage to cattle and property		10 00	10 00
Injuries to persons	4,916 77	374 93	5,291 70
Telegraph maintenance and operation.....	113 45	11 05	124 50
Mileage of cars of other companies (debit balance)		1,373 10	1,373 10
New York, Lake Erie and Western R. R. tolls....	53,851 50	3,007 68	56,859 18
Other general expenses	4,426 46	413 14	4,839 60
Total.....	\$75,574 38	\$6,463 68	\$82,038 06
Grand total operating expenses	\$223,863 63	\$30,675 85	\$254,539 48

General Balance Sheet June 30, 1893.

Assets.		
Cost of road.....		\$3,635,337 60
Cost of equipment.....		165,041 78
<i>Other permanent investments as follows, viz.:</i>		
Stock of this company.....		571,460 01
<i>Current assets as follows, viz.:</i>		
Cash on hand.....	\$3,000 00	
Due by agents	14,079 87	
Open accounts.....	11,303 58	
Materials and supplies.....	6,945 25	
		35,328 70
		<u>\$3,671,018 19</u>

NEW JERSEY AND NEW YORK.

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LIABILITIES.		
Capital stock		\$2,800,000 00
Funded debt.....		500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued.....	\$11,466 68	
Audited vouchers, pay-rolls and open accounts.....	36,517 78	
Loans and bills payable.....	43,000 00	
Profit and loss (surplus)		90,984 48
		80,084 18
		<u>\$3,471,018 58</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	947,008
Number of passengers carried one mile.....	14,038,188
Number of tons of freight carried.....	129,084
Number of tons of freight carried one mile	1,710,584
Passenger train mileage.....	307,108
Freight train mileage.....	26,294
All other train mileage.....	4,618
Total train mileage.....	<u>311,811</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$210,790 41	\$234,663 63	\$23,863 22
Average per passenger carried.....	2236	2469	0233
Average per passenger per mile	0150	0166	0016
Average per passenger train per mile.....	7502	8324	0822
Freight earnings and expenses (including miscellaneous earnings)	93,662 73	30,675 85	Profit 62,986 88
Average per ton of freight carried.....	7339	2377	4962
Average per ton of freight per mile.....	0547	0179	0368
Average per freight train per mile.....	3 57	1 17	2 40

ITEM	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first class.....	1.50
Average rate received per mile per ton for carrying freight, all classes.....	5.47

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from New Jersey and New York Junction, N. J., to Garnerville, N. Y., single track	12 23	29.34	4.67	19.16	16.90	41.50
Branches or other roads laid, single track.....	5.40	5 40	1.	1.	6.40	6.40
Sidings and turnouts on main line	1.56	4.89	.40	.40	1.96	5.29
Sidings and turnouts on branches or other roads .....	.25	.25	.15	.15	.40	.40
Grand total of tracks, sidings and turnouts	19.44	39.88	6.22	18 71	25.66	58.59
Laid with steel rail, main line.....	7.12	24.23	.....	.....	7 12	24.23
Laid with steel rail, branches or other roads..	.....	.....	4.67	12.16	4.67	12.16
Laid with iron rail, main line.....	5.11	5.11	.....	.....	5.11	5.11
Laid with iron rail, branches or other roads..	7.17	10.15	1.55	1.55	8.72	11.70

Average life of rails—steel, 18 years; average life of ties, 8 years; weight of rails per yard—
 set, 60 lbs; iron, 50 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
New York, L. E. & W. R. R.	Jersey City, N. J.	N. J. & N. Y. Jnc. N. J.	.....	7.48	Operat.	7.48	.....
New York, L. E. & W. R. R.	Nanuet Jnc., N. Y.	Spring Valley, N. Y.	2.80	2.80	Operat.	2.80	.....
New City Branch.	Nanuet Jnc., N. Y.	New City, N. Y.	4.80	4.80	Owned.	.....	4.80
Garnerville Railroad	Miner's Cr'k, N. Y.	Garnerville Print Works, N. Y.	1.	1.	Operat.	.....	1.
Stony Point Branch.	Garnerville, N. Y.	Stony Point, N. Y.	1.10	1.10	Owned.	.....	1.10
N. J. & N. Y. Exten. R. R.	Garnerville, N. Y.	Haverstraw, N. Y.	2.37	2.37	Leased.	2.37	.....

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Average length.
Iron bridges	3	Feet. 280	3	Feet. 280
Wooden bridges	3	180	4	252
Total	5	304	7	312

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	8	1	9	\$7,266 08	98,000	9	.....
First-class passenger cars	14	4	18	\$1,482 48	.....	18	18
Baggage, mail and express cars.	5	1	6	.....	.....	6	6
Total	19	5	24	.....	.....	24	24
Box freight cars	30	.....	30	\$438 88	.....	3	3
Stock freight cars	1	.....	1	250 00	.....	.....	.....
Flat freight cars	39	.....	39	359 13	.....	.....	.....
Caboose, 8-wheel cars	1	.....	1	1,470 61	.....	1	1
Total	71	.....	71	.....	.....	3	3

Passenger coaches equipped with New York air brake and Miller coupler; freight cars with wrought and cast iron draw-bar with link and pin, snow's automatic split switch in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	12.23	29.34
Length of steel rails laid during year in repairs, miles	1.59	1.65
Railroads crossing road at grade	1	1
Railroads crossing road over or under grade	.....	1
Highway crossings at grade without protection	31	52
Highway crossings at grade protected by gates or flagmen	.....	1
Highway crossings over or under grade	2	1
Overhead obstructions less than twenty feet above track	1	1

Passenger cars are heated by Spear heaters, lighted by oil lamps and ventilated by dome, side and end ventilators.

United States Express Company runs over this line and receives an agreed proportion of gross earnings.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,081	2.84
Grain	4,987	3.87
Meats and provisions	2,063	1.60
Live stock	670	.52
Lumber	13,509	10.49
Pig and bar iron and steel	676	.52
Iron or other ores	140	.11
Coal and coke	53,989	41.84
Petroleum and other oils	842	.65
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,894	3.02
All other manufactures	13,696	10.61
All other merchandise	9,819	7.61
All other agricultural products	10,135	7.85
All other articles not included above	11,598	8.99
Total	129,034	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2
Employees	5	.....	5
Others	3	.....	3
Total	9	1	10

EMPLOYES.

Average number of persons employed (including officials) during the year	186
Aggregate amount of salaries and wages paid them during the year	\$105,872 42

Officers of the Company.

Name.	Title.	Official Address.
HENRY W. DE FORREST..	President	62 William street, New York city.
ISAAC S. DEMAREST.....	Vice-President	Oradell, N. J.
J. D. HASBROUCK.....	Secretary and Treasurer..	Foot Chambers st., New York city.
J. S. DRAKE	Superintendent	Hillsdale, N. J.

Directors of the Company.

Name.	Residence.
ROBERT W. DE FORREST.....	New York city.
JOSEPH E. GAY	New York city.
HENRY SEIBERT.....	New York city.
H. W. DE FORREST.....	New York city.
ISAAC D. DEMAREST.....	Oradell, N. J.
ROBERT E. HUGHES.....	Patterson, N. J.
J. D. HASBROUCK.....	Westwood, N. J.
HIRAM BELLIS.....	Oradell, N. J.
THEO. HILL.....	Hackensack, N. J.

Title of company, New Jersey and New York Railroad Company.
General offices at foot of Chambers street, North river, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in May.
For information concerning this report. address J. D. Hasbrouck, Secretary.

NEW JERSEY AND NEW YORK EXTENSION.

LESSOR.

LESSEE — NEW JERSEY AND NEW YORK.

(Date of charter, June 2, 1886.)

NEW YORK, BROOKLYN AND MANHATTAN BEACH.

LESSOR.

(Date of charter, August 27, 1885.)

The New York, Brooklyn and Manhattan Beach Railway Company is a consolidation of the stock, property and franchises of the New York and Manhattan Beach Railway Company, the New York, Bay Ridge and Jamaica Railroad Company and the Long Island City and Manhattan Beach Railroad Company, in accordance with terms of consolidation agreement dated July 17, 1885, filed in the office of the Secretary of State August 27, 1885; and, as the successor of the New York and Manhattan Beach Railway Company, and was leased to the Long Island Railroad Company under lease dated May 1, 1883.

The road is now operated by the Long Island Railroad Company under lease dated October 1, 1885, at an annual rental of 36 per cent of gross earnings and receipts; minimum rental being \$95,980.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter	8,500	\$850,000	6,500	\$650,000
Issued for stock in New York and Manhattan Beach Railway Company	3,500	\$350,000	3,000	\$300,000
Issued for stock in New York, Bay Ridge and Jamaica Railroad Company .....	.....	.....	3,000	300,000
Issued for stock in Long Island City and Manhattan Beach Railway Company .....	.....	.....	500	50,000
Total now outstanding	8,500	\$850,000	6,500	\$650,000

Grand total of common and preferred stock now outstanding \$1,000,000
 Number of stockholders 186

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First cons. mtg. b'ds	Oct. 1, 1885	50	p c. 5	Apl. and Oct.	\$2,000,000	\$883,000	{ *\$383,01 †500,01
First mortg. bonds, N. Y. and Man Beach Railway Co.	Jan. 1, 1877	20	7	Jan. and July	500,000	500,000	

* In cash

† In bonds of constituent companies retired, viz.: \$200,000 first mortgage bonds, New York Bay Ridge and Jamaica Railroad Company; \$300,000 second mortgage bonds, New York and Manhattan Beach Railway Company.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land.....	\$16,996 88	.....
Land damages.....	525 00	.....
Cost of road as reported to June 30, 1891 .....	.....	\$1,587,167 69
Credits during year ending June 30, 1892.....	.....	\$1,554,689 57
		2,600 00
Total cost of road.....	\$17,521 88	\$1,552,089 57
EQUIPMENT		
Total cost of equipment .....	.....	\$316,430 64
Grand total cost of road and equipment.....	\$17,521 88	\$1,868,520 21

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land damages:

Land for curve at Parkville \$525 00

Land:

Acquisition of land under water at Bay Ridge..... 16,996 88

\$17,521 88

Credit:

Cost of railway depot and fixtures, sale of lands and old rails on Greenpoint division..... \$2,600 00

Income Account for Year Ending June 30, 1892.

Income from all sources as follows, viz.:

Rent from Long Island Railroad Company for year ending June 30, 1892, as per lease..... \$95,980 00

From Long Island Railroad Company for rent due in excess of above for fiscal year ending June 30, 1892..... 14,870 00

Gross income from all sources \$110,850 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... \$78,350 00

Taxes on earnings and capital stock 781 25

General expenses 192 60

79,273 85

Net income from all sources..... \$31,576 15

Payments from net income as follows, viz.:

* Dividends declared 5 per cent on \$650,000 preferred stock 32,500 00

Deficit for year ending June 30, 1892 \$923 85

General Income Account.

Deficit for year ending June 30, 1892 \$923 85

Deficit up to June 30, 1891..... 8,779 85

Total deficit June 30, 1892 \$9,703 20

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$1,552,089 57

Cost of equipment..... 316,430 64

Other permanent investments, as follows, viz.:

Stock of other companies, \$796,700; cost..... 500,000 00

Current assets, as follows, viz.:

Debit accounts 6,246 59

Profit and loss (deficiency)..... 9,703 20

\$2,384,470 00

* Guaranteed by Long Island Railroad Company as per lease.

LIABILITIES.		
Capital stock.....		\$1,000,000 00
Funded debt.....		1,883,000 00
Current liabilities, as follows, viz.:		
Open accounts		1,470 00
		<u>\$2,884,470 00</u>

Officers of the Company.

Name.	Title.	Official Address.
WM. G. WHEELER.....	President	192 Broadway, New York city.
GEO. S. EDGELL.....	Vice President	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary	192 Broadway, New York city.
WM. G. WHEELER	Treasurer.....	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
CHAS M. PRATT.....	Brooklyn, N. Y.
BENJAMIN NORTON.....	New York city.
WM. G. WHEELER.....	New York city.
E. R. REYNOLDS	New York city.
WM. J. KELLY	Brooklyn, N. Y.
EDWARD E. SPRAGUE	Flushing, L. I., N. Y.
GEO. S. EDGELL.....	New York city.
J. K. O. SHERWOOD	Glen Cove, L. I., N. Y.
D. S. VOORHEES.....	Woodbridge, N. J.
W. J. HEHRE	Holts, L. I., N. Y.
CHAS. W. REYNOLDS.....	New York city.
FREDERICK COOK	Orange, N. J.

Title of company, New York and Manhattan Beach Railway Company.
General offices at 192 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in December.
For information concerning this report, address D. S. Voorhees, Secretary.

NEW YORK AND CANADA.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, March 16, 1872.)

The New York and Canada Railroad Company was organized on the 16th day of March, 1872, under the General Railroad Law.
It was consolidated with the Montreal and Plattsburgh, and the Whitehall and Plattsburgh Railroad companies on the 5th of February, 1873, which consolidation was confirmed by the Legislature on the 15th of April, 1873.
The entire line, between Whitehall and Province line, near Mocer's station, in Clinton county, was opened for traffic on the 16th of November, 1875.
The branch between Fort Ticonderoga and Lake George was built under an act of the Legislature, passed on the 25th of March, 1873, and was opened in May, 1875.
The branch between West Chazy and Rouse's Point was built under the General Railroad Law, and was opened in September, 1876.
The New York and Canada Railroad, with its branches, was leased, upon its completion, to the Delaware and Hudson Canal Company, which reports its operations, earnings and expenses.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized or amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	40,000	\$4,000,000	.....
Issued for actual cash and now outstanding....	39,910	3,991,000	\$3,758,274 4

Number of stockholders

FUNDED DEBT.

Designation of Loan.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage sterling bonds	May 1, 1874	30	p.c. 6	May 1, Nov. 1.	\$4,000,000	\$4,000,000	\$3,800,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$49,543 41	\$4,950,308 40
Bridges	379 48	400,978 28
Superstructure (including ties)	29,411 58	2,108,775 40
Rails	334 05	21,778 72
Land		530 00
Land damages	250 00	449,572 74
Fences		114 17
Passenger and freight stations	4,134 72	122,110 66
Engine and car houses		40,911 72
Fuel and water stations		2,155 60
Engineering expenses	76 72	308,092 48
Purchase of constructed road		77,686 39
Telegraph line		9,264 87
Total cost of road	\$84,119 90	\$6,485,226 23

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for change of line north of Crown Point	\$40,595 21	
Grading for side tracks	47 00	
Filling trestle No. 1	3,569 80	
Bridge masonry	330 40	\$49,543 41
Expenditure account of replacing wooden bridges with iron		379 48
Ballasting main track south of Addison junction	\$28,290 18	
Superstructure for new track on account of change of line north of Crown Point	307 39	
Superstructure for side track	204 57	
Superstructure for bridges	19 89	
Rails for side tracks		29,411 58
Land for right of way for change of line north of Crown Point		334 05
Construction of new passenger station at Westport		250 00
Engineering expenses		4,134 72
Total		\$84,119 90

Income Account for Year Ending, June 30, 1892.

Income from all sources, as follows, viz.:

Lease of the road	\$226,097 60
-------------------------	--------------

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$6,485,226 23
LIABILITIES.	
Capital stock	\$4,000,000 00
Funded debt	4,000,000 00
Current liabilities, as follows, viz.:	
Open accounts	485,226 23
	\$6,485,226 23

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HORACE G. YOUNG.....	President.....	Albany, N. Y.
JAMES C. HARTT.....	Treasurer.....	New York city.
CHARLES A. WALKER.....	Secretary.....	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ISAAC V. SAKER.....	Comstocks, N. Y.
LEONARD B. CANNON.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
HORACE G. YOUNG.....	Albany, N. Y.
JAMES C. HARTT.....	Montreal, Can.
CHARLES A. WALKER.....	New York city.
REUBEN A. HENRY.....	Jersey City, N. J.
ROBERT OLYPHANT.....	New York city.
WILLIAM H. COOME.....	Whitehall, N. Y.
ROBERT M. OLYPHANT.....	New York city.
SMITH M. WEED.....	Plattsburgh, N. Y.
F. MURRAY OLYPHANT.....	New York city.

Title of company, New York and Canada Railroad Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders annual meeting, third Tuesday in May.

For information concerning this report address Charles A. Walker, Secretary.

NEW YORK AND CANADA.

LEASERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$854,305 68
Less operating expenses (excluding all taxes).....	735,558 68
Gross income from all sources.....	\$218,746 99

Deductions from income as follows, viz.:

Rentals, etc.....	\$278,391 76
Taxes on property used in operation of road.....	85,331 98
Taxes on earnings and capital stock.....	2,971 80
Taxes other than above.....	1,119 07
	310,754 00
Deficit for year ending June 30, 1892.....	\$202,237 19

General Income Account.

Deficit for year ending June 30, 1892.....	\$202,237 19
Surplus up to June 30, 1891.....	25,185 81
Total deficit June 30, 1892.....	\$277,051 67

DETAILED STATEMENT OF RENTALS.

Interest on bonds.....	\$326,897 00
Interest on equipment of the Delaware and Hudson Canal Company.....	42,994 18
Total amount of rentals deducted from income.....	\$278,391 76

NEW YORK AND CANADA.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	\$95,715 48			
Freight, local	481,760 86			
			\$577,467 34	\$577,467 34
Passengers, through	\$68,429 72			
Passengers, local	234,889 59			
		\$303,319 31		\$303,319 31
Mails		24,715 22		24,715 22
Express		20,945 51		20,945 51
Extra baggage		1,580 75		1,580 75
Miscellaneous as follows, viz.:				
Rents	\$669 45			
Telegraph	576 58			
Hauling cars	11 40			
		462 05	805 33	1,267 38
Total gross earnings		\$376,082 85	\$578,262 67	\$954,345 52

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	\$70,918 75	\$105,570 18	\$176,288 94
Steel rails laid, 4,797 tons; cost ..	\$145,937 50		
Iron rails laid, 341 tons; cost ..	9,020 98		
Repairs of roadbed	5,869 63	8,864 05	14,734 68
Repairs of bridges (including culverts and cattle guards)	2,052 40	3,296 75	5,349 15
Repairs of stations, shops, docks, etc.	3,070 21	4,719 44	7,789 65
Repairs of fences	2,218 95	3,529 03	5,748 98
Other expenses for maintenance of way and structures	13,815 23	23,586 53	37,401 76
Total	\$97,945 18	\$149,469 18	\$247,414 36
Maintenance of equipment:			
Repairs of locomotives	\$11,173 86	\$18,703 78	\$29,877 64
Repairs of cars	14,627 80	43,554 78	58,182 58
Repairs of machinery and tools	920 51	1,578 59	2,500 10
Other expenses for maintenance of equipment ..	3,548 82	6,828 15	10,376 97
Total	\$30,270 99	\$70,197 30	\$100,468 29
Conducting transportation:			
Wages of conductors and men	\$20,252 74	\$40,191 97	\$60,444 71
Wages of engineers and firemen	19,968 32	34,160 64	54,128 96
Fuel for locomotives	47,630 15	82,369 28	129,999 43
Oil and waste	3,816 93	6,384 19	10,201 12
Water supply	1,054 56	1,839 41	2,893 97
Other train supplies or expenses	3,191 54	4,870 74	8,062 28
Wages of station agents and clerks	6,234 32	15,298 98	21,533 30
Wages for labor at stations	2,343 95	12,421 21	14,765 16
Station supplies	2,879 05	1,450 32	4,329 37
Wages of watchmen, flagmen and switchmen ..	1,134 08	2,630 05	3,764 13
Other expenses for conducting transportation ..	1,731 82	2,060 49	3,792 31
Total	\$109,801 20	\$209,812 61	\$319,613 81
General expenses:			
Salaries of general officers and clerks	\$4,854 33	\$10,592 32	\$15,446 65
General office expenses and supplies	1,289 95	2,540 43	3,830 38
Stationery and printing	1,235 05	2,543 69	3,778 74
Outside agencies and advertising	6,866 01	25 34	6,891 35
Legal expenses	236 19	470 71	706 90
Loss and damage of freight and baggage	74 47	705 25	779 72
Damage to cattle and property	252 50	674 35	926 85
Injuries to persons	3,839 18	809 07	4,648 25
Telegraph maintenance and operation	4,129 06	9,503 59	13,632 65
Mileage of cars of other companies (debit balance)	10,707 48	12,252 70	22,960 18
Insurance	695 00	1,155 00	1,850 00
Other general expenses	27 03	38 87	65 90
Total	\$39,147 13	\$41,105 82	\$80,252 95
Grand total operating expenses	\$371,272 00	\$404,584 83	\$775,856 83

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	43,058	331,917	354,975
Number of passengers carried one mile	8,769,737	9,708,856	13,478,008
Number of tons of freight carried.....	215,674	788,686	932,342
Number of tons of freight carried one mile	16,894,995	52,538,794	68,663,789
Passenger train mileage.....	.....	.....	330,538
Freight train mileage .....	.....	.....	416,656
All other train mileage.....	.....	.....	9,636
Total train mileage.....	.....	.....	715,830

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$376,032 88	\$371,273 60	\$104,749 28
Average per passenger carried.....	1 03	74	29
Average per passenger per mile	0279	0301	0078
Average per passenger train per mile.....	1 30	94	36
Freight earnings and expenses (including miscellaneous earnings).....	578,302 67	464,584 28	118,777 74
Average per ton of freight carried	59	47	12
Average per ton of freight per mile	0084	0068	0016
Average per freight train per mile.....	1 39	1 12	27

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.478	Cents. 2.431	Cents. 2.430
Average rate received per mile per ton for carrying freight, all classes .....	.685	.917	.839

Description of Road and Equipment.

TRACK.	Miles leased, all in N. Y. State.
Main line laid from Lake Station, Whitehall, to Rouse's Point, single track	112.98
Branches or other roads laid, single track	37.01
Total single track	149.94
Sidings and turnouts on main line	30.27
Sidings and turnouts on branches or other roads	3.52
Total sidings and turnouts.....	33.79
Grand total of tracks, sidings and turnouts.....	183.73
Laid with steel rail, main line.....	112.98
Laid with steel rail, branches or other roads.....	16.94
Laid with iron rail, main line.....	30.31
Laid with iron rail, branches or other roads.....	24.2

Average life of rails—steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased	Miles laid with steel rail	Miles laid with iron rail.
Lake George Railroad.	Fort Ticonderoga.	Baldwin	4.42	Leased.	4.42	.....
Whitehall & Plattsburgh	Plattsburgh	Ausable	19.81	Leased.	.58	19.23
Plattsburgh & Montreal	Chazy Junction ..	Province line	12.78	Leased	11.24	1.54

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	43	Feet. 8,583
Wooden bridges	6	944
Wooden trestles	12	8,600
Total	60	12,517

Passenger cars are equipped with Westinghouse automatic air brake and Miller and Gould coupler.

About four-fifths of the line is equipped with automatic safety and one-fifth with ordinary stub switches.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles of wire	257.59
Total assessed value of real estate and personal property of company	\$1,424,165
Length of steel rails laid during the year in repairs, miles	50.88
Length of iron rails laid during year in repairs, miles	3.61
Railroads crossing road at grade	4
Railroads crossing road over or under grade	1
Highway crossings at grade without protection	100
Highway crossings at grade protected by gates or flagmen	2
Highway crossings over or under grade	5
Overhead obstructions less than twenty feet above track	11

Passenger cars are heated by Consolidated Car Heating Company's system, lighted by mineral seal oil, 300° test, and ventilated by Creamer and Glob ventilators in transoms and elevated roofs.

National Express Company runs over this road; pays for local freight one and one-half first-class tariff rates; between New York and Rutland and Rouse's Point, N. Y., two-thirds first-class; between competing points first-class, also 10 per cent of its profits.

Wagner Palace Car Company receives three cents per mile run for sleeping cars and one cent per mile for drawing room cars. Railroad company lubricates and cleans outside of cars. No additional charge is made by the railroad company.

Wagner Palace Car Company received \$5,993.25 and Pullman's Palace Car Company \$3. Compensation for the transportation of mails is fixed by the United States government.

DESCRIPTION OF FREIGHT MOVED

ITEM	Tonnage.	Per cent.
Flour	8,072	.63
Grain	16,548	1.63
Meats and provisions	2,802	.29
Live stock	3,925	.40
Lumber	183,857	13.59
Pig and bar iron and steel	52,654	5.36
Iron or other ores	205,827	30.12
Coal and coke	34,574	31.
Petroleum and other oils	2,682	.27
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	35,258	3.59
All other manufactures	45,074	3.63
All other merchandise	11,409	1.16
All other agricultural products	28,910	2.94
All other articles not included above	52,035	5.36
Total	982,342	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Employees	7	2	10
Others	6	1	6
Total	14	4	18

EMPLOYEES.

Average number of persons employed (including officials) during the year 800
 Aggregate amount of salaries and wages paid them during the year \$344,453 27

For officers and directors of lessee company, see lessee's report of the Albany and Susquehanna railroad.

Title of company, Delaware and Hudson Canal Company, lessee.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders annual meeting, second Tuesday in May.

For information concerning this report, address S. T. S. Henry, Auditor.

NEW YORK CENTRAL AND HUDSON RIVER.

(Date of consolidation, November 1, 1899.)

This company was organized by the consolidation on November 1, 1899, of the New York Central Railroad Company and the Hudson River Railroad Company.

THE NEW YORK CENTRAL RAILROAD COMPANY.

This company was organized under a special law passed April 2, 1853, authorizing the consolidation of the railroads between Albany and Buffalo, as follows:

- The Albany and Schenectady.
- The Schenectady and Troy.
- The Utica and Schenectady
- The Mohawk Valley
- The Syracuse and Utica.
- The Syracuse and Utica, Direct.
- The Rochester and Syracuse.
- The Buffalo and Rochester.
- The Rochester, Lockport and Niagara Falls.
- The Buffalo and Lockport.

Articles of agreement taking effect as of May 1, 1853, were filed May 17, 1853; the first board of directors elected July 6, and the whole line delivered to the new company August 1, 1853.

The organization of the consolidated roads, as mentioned above, forming the New York Central railroad, was as follows:

The Albany and Schenectady, chartered in 1826 as the Mohawk and Hudson, was opened September 12, 1831, and was the first railroad built in the State of New York. In 1847 the name was changed to the Albany and Schenectady.

The Schenectady and Troy was chartered in 1836 and opened in 1842.

The Utica and Schenectady was chartered in 1839 and opened August 1, 1853.

The Mohawk Valley filed articles January 21, 1851, and December 28, 1852. The company was merged in the New York Central Railroad Company under the act of 1853.

The Syracuse and Utica was chartered in 1836, and opened July 8, 1839.

The Syracuse and Utica, Direct, was organized under the General Law and filed articles January 21, 1853. It was merged in the New York Central Railroad Company under the act of 1853.

The Rochester and Syracuse was a consolidation (August 1, 1850) of the Auburn and Rochester and the Auburn and Syracuse. The Auburn and Rochester, chartered in 1826, was opened in August, 1841, and the Auburn and Syracuse, chartered in 1834, was opened in June, 1838. The Direct line was opened in 1853.

The Buffalo and Rochester was a consolidation (December 7, 1850,) of the Attica and Buffalo and the Tonawanda. In 1852 this company opened a direct road from Buffalo to Batavia, keeping that part of the Attica and Buffalo line between Attica and Batavia as a branch. The Attica and Buffalo was chartered in 1836 and opened in 1842, and the Tonawanda, chartered in 1832, was opened in 1843.

The Rochester, Lockport and Niagara Falls was originally the Lockport and Niagara Falls, chartered in 1834 and opened in 1838. In December, 1850, the Rochester, Lockport and Niagara Falls Railroad Company was organized and rebuilt the road.

The Buffalo and Lockport filed articles April 27, 1854, and was in progress at the date of consolidation. The road was opened in 1854.

The following roads were leased and subsequently merged into the consolidation, viz.:

The Rochester and Lake Ontario, in 1853.

The Buffalo and Niagara Falls, in 1853.

The Lawton, in 1855.

The Saratoga and Hudson River, in 1857.

The capital stock of the consolidated company was issued at par in exchange for that of the lesser company or companies, respectively, under authority of acts of the Legislature.

The Saratoga and Hudson River road was leased on November 8, 1881, to the New York, West Shore and Buffalo Railroad Company for 43 years, the rental for the entire period having been estimated for \$400,000.

The Niagara Bridge and Canandaigua railroad, originally the Canandaigua and Niagara Falls, filed articles March 1, 1851, was opened April 1, 1854, and leased to the New York Central September 1, 1898, at six per cent on \$1,000,000 stock. The entire capital stock has since been purchased by and the road merged with that of the New York Central and Hudson River Railroad Company.

THE HUDSON RIVER RAILROAD COMPANY

This company was chartered May 14, 1840, and road opened through its entire length from New York to East Albany October 2, 1841.

Previous to the consolidation of the Hudson River railroad with the New York Central railroad it had leased the Troy and Greenbush railroad running from Troy to Greenbush, which road was chartered in January, 1845, and leased to the Hudson River Railroad Company June 1, 1851, for seven per cent on \$275,000 capital stock. The lease runs during the time of the charter or any extension thereof. The lease was assumed by the New York Central and Hudson River Railroad Company on consolidation.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY

This company has added to it the following lines, viz.

The New York and Harlem railroad, chartered April 23, 1831, and separate existence extended December 31, 1874, four hundred years, leases its steam portion running from Forty-second street, New York city, to Chatham (lease dated April 1, 1873, and expires April 1, 1874). The annual rent paid being interest on its funded debt, and eight per cent on its capital stock. This lease covers the New York and Mahopac railroad, chartered March 7, 1851, and lease dated June 17, 1873, from Hudson's bridge to Lake Mahopac, seven miles, the rent being paid at the whole of its capital was owned by the New York and Harlem Railroad Company and transferred under the lease. Lease expires December 31, 1871.

The Spuyten Duyvil and Port Morris Railroad, connecting the New York and Harlem railroad with the New York Central and Hudson River railroad at Spuyten Duyvil, a distance of six miles, chartered April 24, 1867, lease dated November 1, 1871, and expires December 31, 1870. Annual rent, eight per cent on \$100,000 cost of the road.

The Dunkirk, Allegheny Valley and Pittsburg railroad, lease dated January 3, 1873, expires December 1, 1873. Annual rent is interest on \$4,000,000 bonds, at seven per cent, and one and one-half per cent on 13,000 shares of stock.

The Syracuse Junction Railroad, was built by the New York Central and Hudson River railroad to take the two freight tracks of its four-track system around the city of Syracuse. It was leased to the New York Central and Hudson River Railroad Company April 10, 1873, as a legal formality, and subsequently absorbed under authority of law.

The Junction (Buffalo) railroad was built by the New York Central and Hudson River railroad to connect its main lines between East Buffalo and North Buffalo. It was leased April 10, 1873, and absorbed by the New York Central and Hudson River Railroad Company in the same manner as the Syracuse Junction railroad.

The Geneva and Lyons railroad was built by the New York Central and Hudson River railroad to connect Geneva on the Auburn branch with Lyons on the main line, a distance of fourteen miles, and has been leased and absorbed under authority of law.

The two Hudson river bridges crossing the Hudson river between East Albany and Albany, are owned nominally by a separate organization called the Hudson River Bridge Company. This ownership is vested in the New York Central and Hudson River Railroad Company three-fourths, and the West Shore and Albany Railroad Company one-fourth. Except for foot passengers the bridges are used exclusively for railroad purposes. Each company pays proportionately for expenses of maintenance and operating.

The Troy Union railroad is a line used jointly by lines terminating at the city of Troy, and runs into a Union passenger station. The line was chartered in 1845, and originally owned by the city of Troy but was disposed of to the railroad companies, one-half to the New York Central and Hudson River Railroad Company, one-fourth to the Troy and Hudson Railroad Company, and one-fourth to the Hamilton and Saratoga Railroad Company. Each company pays its proportion of maintenance and operating, and runs its own trains over the road.

The West Shore Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads, and to provide for the formation of new companies in such cases," passed May 11, 1874, being chapter 63 of the Laws of 1874 and any acts amendatory thereof or supplemental thereto.

Under judgment of foreclosure against the New York, West Shore and Buffalo Railway Company, the property and franchises of said company were sold at public sale on the 20th day of November, 1885, and on the 30th day of December, 1885, were duly conveyed to the purchasers, J. Pierpont Morgan, Chauncey M. Depew and Ashbel Green, joint tenants.

On the 30th day of December, 1885, said purchasers reorganized the West Shore Railroad Company, and on the same day conveyed over and possession of the property and franchises acquired to the West Shore Railroad Company.

Under date of December 3, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company for four hundred and seventy-five years from January 1, 1886, with the privilege of further term of five hundred years, at an annual rental of the full amount of interest at four per cent per annum on all moneys upon outstanding bonds, secured by a first mortgage not exceeding \$25,000,000 of principal.

The lease of the West Shore Railroad to the New York Central and Hudson River Railroad Company was ratified by the Legislature of the State of New Jersey.

The Syracuse, Ontario and New York Railway Company was formed by articles of association filed in the office of the Secretary of State of the State of New York, on the 20th day of June, 1883.

This last-named company subsequently acquired by agreement of purchase the railroad which had been sold under foreclosure, formerly belonging to the Syracuse, Chenango and New York Railroad Company, extending from the city of Syracuse, in Onondago county, to the village of Earlville, in Madison county.

From the 1st day of July, 1890, this railroad was operated as the Chenango branch of the West Shore railroad, and on the 2nd day of April, 1891, the railroad and property of the Syracuse, Ontario and New York Railway Company was formally leased, for the term of its corporate existence, to the West Shore Railroad Company. On July 2, 1891, the entire capital stock of the Syracuse, Ontario and New York Railway Company was surrendered to the West Shore Railroad Company, and the former company was formally absorbed by the latter, under authority of law.

New Jersey Junction Railroad Company was organized February 27, 1886, under the Laws of the State of New Jersey. It has completed a double-track railroad connecting the West Shore railroad with the trunk lines terminating at and near Jersey City, extending from Weehawken to a junction with the Pennsylvania railroad at Jersey City—distance, 4.35 miles—and a branch to a junction with same road near Harsimus Cove—0.34 miles.

Railroad and property leased, with the consent of the Legislature of the State of New Jersey, to the New York Central and Hudson River Railroad Company for 100 years from July 1, 1886, with a privilege of a further term of 100 years, at an annual rental of the full amount of interest at four per cent per annum, as it matures on its outstanding bonds.

The road was opened for through business for freight trains in May, 1887, and for passenger trains in June, 1887.

The Beech Creek Railroad Company was organized June 29, 1886, as the successor of the Beech Creek, Clearfield and Southwestern Railroad Company, sold under foreclosure June 4, 1886. Beech Creek, Clearfield and Southwestern Railroad Company was organized March 20, 1883, by change of name from the Susquehanna and Southwestern Railroad Company. This latter company was chartered August 12, 1882, to operate a line of railroad extending from Williamsport, Pa., to the southern line of Clearfield county, about 100 miles.

Under date of December 15, 1890, the Beech Creek railroad was leased to the New York Central and Hudson River Railroad Company, for the term of 99 years from October 1, 1890, at an annual rental of four per cent per annum guaranteed interest on first mortgage bonds not exceeding \$5,000,000, and an annual guaranteed dividend of four per cent on capital stock amounting to \$5,000,000. The lessee company also assumed the outstanding assets and liabilities of the lessor company.

The Rome, Watertown and Ogdensburg Railroad Company was organized in 1860, by the consolidation of the Watertown and Rome Railroad Company, which was chartered April 17, 1852, opened September 18, 1851, and the Potsdam and Watertown Railroad Company, chartered February 23, 1852, and opened June 1857. The Rome, Watertown and Ogdensburg railroad has added to it by consolidation the following railroads:

Lake Ontario railroad, chartered as the Lake Ontario Shore Railroad Company March 17, 1868, opened to Ontario in 1873, sold under foreclosure September 23, 1874, reorganized as the Lake Ontario Railroad Company and consolidated with the Rome, Watertown and Ogdensburg Railroad Company January 15, 1875.

Syracuse and Northern railroad, chartered February 25, 1868, under the name of Syracuse Northern Railroad Company, and opened in 1872. Sold under foreclosure in August, 1875, and reorganized as the Syracuse and Northern Railroad Company. Consolidated with Rome, Watertown and Ogdensburg railroad December 15, 1875.

Rome, Watertown and Ogdensburg Terminal railroad, chartered June 22, 1886. Into this company were merged the Windsor Beach and Ontario railroad, chartered November 13, 1887, and the Rochester and Lake Beach railroad, chartered February 1, 1888. Consolidated with Rome, Watertown and Ogdensburg railroad April 28, 1890.

Norwood and Montreal railroad, chartered March 1, 1864, and consolidated August 7, 1889.

Syracuse, Phoenix and Oswego railroad, chartered March 1, 1885. This company and the Fulton and Oswego railroad, chartered December 18, 1885, were consolidated under the title of the first-named company April 22, 1886. Consolidated with Rome, Watertown and Ogdensburg railroad August 7, 1889.

The following-named roads are leased to the Rome, Watertown and Ogdensburg Railroad Company:

Oswego and Rome railroad, chartered April 1, 1863, and opened January 1, 1866. The rental, under modified lease of March 2, 1891, is seven per cent on \$350,000 first mortgage bonds, and five per cent on second mortgage bonds not exceeding \$400,000.

Niagara Falls Branch railroad, chartered December 24, 1875; leased September 21, 1881, at a rental of seven per cent on its capital stock of \$250,000.

Utica and Black River railroad, chartered May 9, 1861, completed to Philadelphia in February, 1878. The following companies were consolidated with the Utica and Black River Railroad Company:

Black River and Morristown railroad, chartered March 22, 1870, consolidated August, 1883.

Ogdensburg and Morristown railroad, chartered August 16, 1876, consolidated January 29, 1886.

Clayton and Theresa railroad, chartered February, 1871, consolidated January 29, 1886.

Lease of Utica and Black River railroad, dated April 14, 1886, provides for a cash rental of \$4,500 annually, an annual dividend of seven per cent on capital stock of \$2,223,000, and interest on \$1,950,000 mortgage bonds.

Carthage, Watertown and Sackett's Harbor railroad, chartered February 5, 1879, leased to Utica and Black River Railroad Company, which lease is now assigned to the Rome, Watertown and Ogdensburg Railroad Company, at a rental of thirty-seven and one-half per cent of gross earnings.

The Rome, Watertown and Ogdensburg railroad, and its leased lines, were leased to the New York Central and Hudson River Railroad Company March 14, 1891, the consideration being an annual cash rental of \$15,000, to be reduced after April 1, 1901, to \$7,000, a guaranteed dividend of five per cent per annum on the capital stock, and all interest, as it matures, on outstanding mortgage bonds; the lessee company also assumed all rentals due by the lessor company.

NEW YORK CENTRAL AND HUDSON RIVER.

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Capital Stock and Funded Debt,
CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	894,283	\$89,428,300
Number of stockholders		8,968

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	Jan. 1, 1873	30	p.c. 7	Jan. and July ..	\$30,000,000 00	\$30,000,000 00
First mort'ge, sterling.	Jan. 1, 1873	30	6	Jan. and July ..	£2,000,000 00	9,788,888 33
Debenture certificates.	Sept. 1, 1884	20	5	Mar. and Sept ..	\$10,000,000 00	10,000,000 00
Debenture certificates.	Sept. 1, 1889	15	5	Mar. and Sept ..	1,000,000 00	1,000,000 00
Debenture certificates.	June 1, 1890	15	4	June and Dec...	15,000,000 00	10,894,000 00
New York Central R.R. extended debt cert's.	May 1, 1893	*30	5	May and Nov ..	6,450,000 00	6,450,000 00
Total					\$72,183,333 33	\$68,077,888 33

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$286,688 72	\$21,744,480 19
Bridges		161,898 67	3,095,040 60
Superstructure (including ties), and rails.....		364,520 44	81,628,450 08
Land, land damages and fences		708,844 81	17,181,001 88
Passenger and freight stations, engine and car houses.....		812,367 54	15,490,882 61
Engineering expenses		247 79	3,021,092 72
Purchase of constructed road			5,492,709 06
Block signals		104,076 08	104,076 03
Consolidation certificates representing cost of road to this company			81,157,904 00
Total cost of road.....		\$1,988,648 50	\$128,795,086 67
EQUIPMENT.			
Locomotives			\$6,402,188 75
Passenger, mail, baggage and express cars.....		\$481,868 68	2,868,815 47
Freight and other cars		98,857 28	15,435,891 86
Dredges, floats and tugs		63,642 23	583,367 23
Total cost of equipment.....		\$644,368 19	\$24,790,257 81
Grand total cost of road and equipment.....		\$2,588,011 69	\$153,585,294 48

* Extended for 10 years from 1883.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Third track, Spuyten Duyvil to Sing Sing.....	\$227,000 12
Tracks and sidings, sundry points.....	205,484 00
Arch sewer, West Albany yard	50,000 00
Bridges and culverts on Canandaigua and Niagara Falls branch	100,000 48
New lift-bridges at Harlem river and Spuyten Duyvil.....	66,824 72
Bridges over tracks, East Albany N. Y. C. & H. R. R. proportion.....	54,930 00
Block signals, Spuyten Duyvil to East Albany ..	101,076 00
New freight and water stations, round-houses, etc.....	312,867 54
Land at various points (net)	708,844 81

Total construction \$1,932,643 50

54 passenger coaches	\$308,001 44
45 baggage, mail and composite cars.....	173,837 31
300 platf. rwn cars	43,756 70
80 box, stock and horse transportation cars.....	55,101 08
11 grain boats, 2 steam hoisters, 3 iron tugs (net).....	68,642 28

Total equipment..... \$544,338 10

Grand total construction and equipment..... \$2,476,981 60

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.	\$42,638,911 16
Less operating expenses (excluding all taxes)	20,714,122 22

Net earnings from operation \$21,924,788 94

Income from other sources, as follows, viz.:

Rents.....	\$1,000,007 49
Telegraph	14,361 24
Interest	638,857 36
Miscellaneous.....	308,768 04
	<u>2,949,714 13</u>

Gross income from all sources \$15,764,503 07

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$3,910,771 11
Rentals	5,308,708 64
Taxes on property used in operation of road	1,424,961 17
Taxes on earnings and capital stock	214,368 74
Interest on floating debt, etc.....	77,047 02
Reserve for redemption of 4 per cent debentures.....	300,000 00
	<u>11,230,871 68</u>

Net income from all sources..... \$4,533,631 39

Payments from net income as follows, viz.:

Dividends declared, 5 per cent, on \$89,429,800 common stock.....	4,471,415 00
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Surplus for year ending June 30, 1892 \$82,216 39

General Income Account.

Surplus for year ending June 30, 1892.....	\$82,216 39
Surplus up to June 30, 1891	13,325,096 19
Rebate on New York State tax on earnings 1890 and 1891	77,851 26

\$13,385,503 86

Loss in value of Fitchburg Railroad stock sold	\$2,505 25
Claims against Wabash, St. Louis and Pacific Railway cancelled....	3,728 85
	<u>6,234 10</u>

Total surplus June 30, 1892 \$13,359,269 76

DETAILED STATEMENT OF RENTALS.

Rental of Leased Lines.

New York and Harlem Railroad:

Twelve months' interest at 7 per cent on \$12,000,000 consolidated mortgage bonds	\$840,000 00
Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds.....	300 00
Dividend of 8 per cent on 20,000 shares of stock (\$50 per share)....	900,000 00
New York State tax on capital stock	20,000 00
	<u>\$1,660,300 00</u>

Spuyten Duyvil and Port Morris Railroad:

Dividend of 8 per cent on 9,000 shares of stock.....	\$79,120 00
New York State tax on capital stock.....	1,978 00
	<u>81,098 00</u>

Troy and Greenbush Railroad:

Twelve months' interest at 7 per cent on \$275,000 capital stock.....	\$19,250 00
New York State tax on capital stock.....	480 20
	<u>19,730 20</u>

NEW YORK CENTRAL AND HUDSON RIVER.

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Dunkirk, Allegheny Valley and Pittsburg Railroad:

Twelve months' interest at 7 per cent on \$1,000,000 Dunkirk, Warren and Pittsburg Railway bonds.....	\$112,000 00
Twelve months' interest at 7 per cent on \$1,800,000 Warren and Venango Railroad bonds	91,000 00
One and one-half per cent on 18,000 shares of stock.....	19,500 00
Organization expenses.....	500 00
	<hr/>
	\$222,000 00
Less surplus earnings from operation to June 30, 1899	134,737 28

\$87,262 72

West Shore Railroad:

Twelve months' interest at 4 per cent on \$50,000,000 bonds.....	\$2,000,000 00
New York State tax on capital stock.....	14 35

2,000,014 35

New Jersey Junction Railroad :

Twelve months' interest at 4 per cent on \$1,700,000 bonds	68 000 00
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Rome, Watertown and Ogdensburg Railroad :

Cash rental.....	\$15,000 00
Twelve months' interest at 7 per cent on \$500,000 Syracuse Northern bonds	\$35,000 00
Five months' interest at 7 per cent on \$1,021,500 R., W. and O. first mortgage bonds	29,793 75
Six months' interest at 7 per cent on \$1,000,000 R., W. and O. second mortgage bonds.....	35,000 00
Twelve months' interest at 6 per cent on \$100,000 Oswego R. R. bridge bonds.....	6,000 00
Twelve months' interest at 6 per cent on \$175,000 Syracuse, Phoenix and Oswego bonds.....	10,500 00
Twelve months' interest at 6 per cent on \$417,800 Watertown and Rome bonds.....	25,068 00
Twelve months' interest at 6 per cent on \$7,056,000 R., W. and O. cons. mortgage bonds.....	862,750 00
Seven months' interest at 6 per cent on \$1,021,000 R., W. and O. cons. mortgage bonds.....	29,779 16
Six months' interest at 5 per cent on \$1,000,000 R., W. and O. cons. mortgage bonds.....	25,000 00
Twelve months' interest at 5 per cent on \$180,000 Norwood and Montreal bonds.....	6,500 00
Twelve months' interest at 5 per cent on \$375,000 R., W. and O. terminal bonds.....	18,750 00
	<hr/>
	574,140 91
Twelve months' interest on bonds and mortgages on real estate.....	\$1,927 50
Twelve months' rental of equipment under lease.....	21,345 04
New York State tax on capital stock	11,546 85
	<hr/>
	34,716 39
Dividend at 5 per cent on \$7,668,100 capital stock.....	\$383,405 00
Dividend at 5 per cent on \$300,000 capital stock (seven and a half months).....	9,375 00
Dividend at 5 per cent on \$800,000 capital stock (one and a half months).....	5,000 00
	<hr/>
	397,780 00

Rental of Niagara Falls Branch Railroad:

Twelve months' dividend at 7 per cent on \$350,000 capital stock	\$17,500 00
New York State tax on capital stock.....	437 50

17,937 50

Rental of Oswego and Rome Railroad:

Twelve months' interest at 7 per cent on \$850,000 first mortgage bonds	\$59,500 00
Twelve months' interest at 5 per cent on \$400,000 second mortgage bonds	20,000 00
New York State tax on capital stock	84 87

44,584 87

Rental of Utica and Black River Railroad:

Cash rental	\$4,500 00
Twelve months' interest at 4 per cent on \$1,250,000 first mortgage bonds.....	50,000 00
Twelve months' interest at 7 per cent on \$500,000 Black River and Morristown bonds	35,000 00
Twelve months interest at 7 per cent on \$300,000 Clayton and Theresa bonds	14,000 00
Twelve months' dividend at 7 per cent on \$2,223,000 capital stock	155,610 00
New York State tax on capital stock	3,890 25

263,000 25

Rental of Carthage, Watertown and Sackett's Harbor Railroad: 87½ per cent of gross earnings for the year ended June 30, 1892	\$38,956 85		
New York State tax on capital stock	182 60		
		\$39,138 95	\$1,886,298 87
Total rental of leased lines.....			\$5,808,708 64

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$19,571,009 25		
Freight, local.....	7,295,984 86		
	.....	\$26,866,944 11	\$26,866,944 11
Passengers, through.....	\$3,282,117 58		
Passengers, local.....	9,679,256 92		
	\$12,961,374 50	.....	12,961,374 50
Mail	1,296,780 25	.....	1,296,780 25
Express	1,159,553 72	.....	1,159,553 72
Miscellaneous, as follows. viz.:			
Excess, baggage and storage ...	\$114,662 80		
Parcels	21,206 08		
Weehawken Ferry	167,002 82		
Hudson River Bridge.....	14,853 86		
Milk receipts	18,084 07		
Westcott Express Co.....	9,000 00		
	344,808 58	.....	344,808 58
Total gross earnings	\$15,761,967 05	\$26,866,944 11	\$42,628,911 16

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$1,376,436 96	\$1,498,853 06	\$2,875,290 02
Steel rails laid, 19,211 tons; cost... \$596,194 50			
Repairs of roadbed	212,934 27	230,678 79	443,613 06
Repairs of bridges (including culverts and cattle guards).....	210,597 80	228,147 61	438,745 41
Repairs of stations, shops, docks, etc.....	332,886 87	997,947 08	1,330,833 40
Repairs of fences	71,750 02	77,729 18	149,479 20
Other expenses for maintenance of way and structures	98,210 12	100,977 64	199,187 76
Total.....	\$2,297,817 54	\$3,134,838 81	\$5,432,656 35

Maintenance of equipment :

Repairs of locomotives.....	\$584,323 05	\$861,472 51	\$1,445,795 56
Repairs of cars.....	638,517 41	1,816,902 96	2,455,420 37
Repairs of machinery and tools.....	81,687 83	88,404 61	170,092 44
Other expenses for maintenance of equipment.....	248,534 47	269,245 67	517,780 14
Total.....	\$1,553,062 26	\$2,536,115 75	\$4,089,178 01

Conducting transportation :

Wages of conductors and men.....	\$667,202 18	\$1,258,147 83	\$1,925,350 01
Wages of engineers and firemen	908,981 71	1,950,186 31	2,859,168 02
Fuel for locomotives	1,131,791 39	1,936,538 86	3,068,330 25
Oil and waste	142,945 69	154,857 84	297,803 53
Water supply	74,408 28	80,608 97	155,017 25
Other train supplies or expenses.....	69,733 22	183,639 67	253,372 89
Wages of station agents and clerks.....	246,283 44	719,967 07	966,250 51
Wages for labor at stations	357,973 91	1,846,902 14	2,204,876 05
Station supplies.....	87,576 08	75,666 46	163,242 54
Wages of watchmen, flagmen and switchmen..	306,808 87	585,133 85	891,942 72
Other expenses for conducting transportation..	437,832 44	2,537,143 82	2,974,976 26
Total	\$4,376,586 71	\$11,328,782 82	\$15,705,369 53

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$395,595 39	\$443,558 23	\$839,153 62
General office expenses and supplies	21,865 22	23,145 65	44,510 87
Stationery and printing	86,050 52	108,858 36	194,908 88
Outside agencies and advertising	351,241 86	638,983 67	990,225 53
Legal expenses	61,226 30	66,328 50	127,554 80
Loss and damage of freight and baggage	5,795 82	284,999 67	290,795 49
Damage to cattle and property	13,053 28	21,702 47	34,755 75
Injuries to persons	204,985 01	145,349 41	350,334 42
Telegraph maintenance and operation	181,625 52	199,428 64	381,054 16
Mileage of cars of other companies (debit balance)	*13,418 45	654,265 70	640,847 25
Other general expenses	308,535 87	334,247 19	642,783 06
Total	\$1,566,056 34	\$2,921,367 49	\$4,487,423 83
Grand total operating expenses	\$9,793,522 85	\$19,920,599 87	\$29,714,122 72

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$128,795,086 67
Cost of equipment	24,790,257 81

Other permanent investments as follows, viz.:

Stock of other companies	\$6,080,056 95
Bonds of other companies	3,314,264 72
Special equipment	5,406,464 81
Advances for construction, etc.	4,568,929 33
	19,369,715 81

Current assets as follows, viz.:

Cash on hand	\$1,022,384 86
Due by agents	2,042,089 93
Open accounts	5,334,411 51
Materials and supplies	3,337,891 89
	11,806,777 69
	\$184,761,787 48

LIABILITIES.

Capital stock	\$39,428,300 00
Funded debt	68,077,333 83

Current liabilities as follows, viz.:

Interest on funded debt and rentals due and accrued	\$3,660,211 13
Dividends unpaid	30,649 51
Audited vouchers and pay-rolls	3,544,993 60
Open accounts	2,858,018 30
Past due bonds	4,790 00
Unclaimed interest	11,089 10
Dividend payable July 15	1,117,853 75
	10,727,605 39
Securities acquired from lessor companies	2,827,200 00
Bonds and mortgages on real estate	342,000 00
Profit and loss (surplus)	18,359,348 76
	\$184,761,787 48

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	910,820	21,302,817	22,213,637
Number of passengers carried one mile	165,806,890	521,222,406	687,029,296
Number of tons of freight carried	15,480,881	5,241,371	20,722,252
Number of tons of freight carried one mile	3,212,029,063	617,004,530	3,829,033,593
Passenger train mileage	8,886,287	4,485,357	13,371,644
Freight train mileage	9,664,105	4,820,076	14,484,181
All other train mileage		18,157,010	18,157,010
Total train mileage	18,550,392	22,462,443	41,012,835

* Credit.

Rental of Carthage, Watertown and Sackett's Harbor

Railroad: 87½ per cent of gross earnings for the

year ended June 30, 1898

\$26,985 85

New York State tax on capital stock

183 00

\$26,182 85

\$1,836,298 37

Total rental of leased lines..... \$5,808,708 64

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$19,571,009 25		
Freight, local.....	7,296,984 85		
		\$26,868,944 11	\$26,868,944 11
Passengers, through.....	\$3,999,117 56		
Passengers, local.....	9,079,256 22		
	\$13,061,374 50		13,061,374 50
Mail	1,396,730 35		1,396,730 35
Express	1,159,558 79		1,159,558 79
<i>Miscellaneous, as follows, viz.:</i>			
Excess, baggage and storage ...	\$114,808 80		
Parcels	21,206 08		
Weehawken Ferry	167,008 22		
Hudson River Bridge.....	14,253 86		
Milk receipts	18,084 07		
Westcott Express Co.....	9,900 00		
	344,308 58		344,308 58
Total gross earnings	\$15,761,987 05	\$26,868,944 11	\$42,630,931 16

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$1,375,436 96	\$1,496,858 06	\$2,875,290 02
Steel rails laid, 19,511 tons; cost... \$503,194 50			
Repairs of roadbed	312,234 27	220,678 79	443,613 06
Repairs of bridges (including culverts and cattle guards)	210,597 80	228,147 61	438,745 41
Repairs of stations, shops, docks, etc.....	322,888 37	297,947 08	1,230,835 40
Repairs of fences	71,750 02	77,730 18	149,479 20
Other expenses for maintenance of way and structures	98,310 12	100,977 64	194,187 76
Total.....	\$2,297,817 54	\$3,124,322 31	\$5,422,150 85

Maintenance of equipment:

Repairs of locomotives.....	\$284,833 05	\$361,473 51	\$1,445,705 56
Repairs of cars.....	636,517 41	1,816,908 06	1,953,420 37
Repairs of machinery and tools.....	81,687 28	89,494 61	170,181 94
Other expenses for maintenance of equipment.....	243,534 47	259,345 07	517,790 14
Total.....	\$1,553,062 26	\$2,536,116 75	\$4,089,178 01

Conducting transportation:

Wages of conductors and men.....	\$667,202 18	\$1,258,147 88	\$1,925,350 01
Wages of engineers and firemen	908,981 71	1,950,136 31	2,854,168 2
Fuel for locomotives	1,181,731 39	1,036,538 66	3,068,330 2
Oil and waste	142,946 69	154,857 34	297,403 2
Water supply	74,406 28	80,608 97	156,012 5
Other train supplies or expenses.....	69,733 29	122,639 67	258,173 7
Wages of station agents and clerks.....	246,283 44	719,967 07	966,240 1
Wages for labor at stations	357,973 91	1,846,902 14	2,204,876
Station supplies.....	87,576 08	75,606 45	113,242
Wages of watchmen, flagmen and switchmen..	308,808 37	585,133 65	891,942
Other expenses for conducting transportation..	437,882 44	2,537,143 82	2,975,026
Total	\$4,576,556 71	\$11,898,792 22	\$15,706,369

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$395,595 39	\$448,558 23	\$839,153 62
General office expenses and supplies	21,365 22	23,145 65	44,510 87
Stationery and printing	86,050 52	108,858 36	194,908 88
Outside agencies and advertising	251,241 86	638,963 67	990,205 53
Legal expenses	61,226 80	66,328 50	127,554 80
Loss and damage of freight and baggage	5,795 82	284,999 67	290,795 49
Damage to cattle and property	13,053 28	21,702 47	34,755 75
Injuries to persons	204,985 01	145,849 41	350,834 42
Telegraph maintenance and operation	181,625 52	199,428 64	381,054 16
Mileage of cars of other companies (debit balance)	*13,418 45	654,265 70	640,847 25
Other general expenses	308,585 87	334,247 19	642,733 06
Total	\$1,566,056 34	\$2,921,867 49	\$4,487,423 83
Grand total operating expenses	\$9,798,522 85	\$19,920,599 87	\$29,714,122 22

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$128,795,086 67
Cost of equipment	24,790,257 81

Other permanent investments as follows, viz.:

Stock of other companies	\$6,080,056 95
Bonds of other companies	3,814,264 72
Special equipment	5,406,464 81
Advances for construction, etc.	4,568,929 83
	19,369,715 81

Current assets as follows, viz.:

Cash on hand	\$1,092,884 86
Due by agents	2,042,089 93
Open accounts	5,834,411 51
Materials and supplies	3,837,891 89
	11,806,777 69
	\$184,761,787 48

LIABILITIES.

Capital stock	\$89,428,300 00
Funded debt	68,077,333 33

Current liabilities as follows, viz.:

Interest on funded debt and rentals due and accrued	\$3,660,211 13
Dividends unpaid	30,649 51
Audited vouchers and pay-rolls	3,544,993 60
Open accounts	2,358,018 80
Past due bonds	4,790 00
Unclaimed interest	11,089 10
Dividend payable July 15	1,117,853 75
	10,727,605 89
Securities acquired from lessor companies	2,827,200 00
Bonds and mortgages on real estate	342,000 00
Profit and loss (surplus)	13,859,348 76
	\$184,761,787 48

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	910,820	21,302,817	22,213,637
Number of passengers carried one mile	165,806,390	521,222,406	687,028,796
Number of tons of freight carried	15,480,381	5,941,371	20,721,752
Number of tons of freight carried one mile	3,213,029,063	617,004,530	3,830,033,593
Freight train mileage	8,886,287	4,485,357	13,371,644
Light train mileage	9,664,105	4,820,076	14,484,181
Other train mileage .....	.....	13,157,010	13,157,010
Total train mileage	18,550,392	22,462,443	41,012,835

* Credit.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars . . .	629	224	853	\$5,000	50,000	20	853	853
Second-class passenger cars . . .	53	69	122	2,500	40,000	....	122	122
Baggage, mail and express cars	235	97	332	2,358	37,000	....	332	332
Total	917	390	1,307	.....	...	....	1,307	1,307

Box freight cars	21,278	8,508	29,786	\$147	26,500	15	.....	.....
Stock freight cars	1,166	440	1,606	150	25,000	15	.....	.....
Coal freight cars	3,416	1,086	4,502	110	20,000	15	.....	.....
Flat freight cars	2,865	1,412	3,277	853	19,000	15	.....	.....
Caboose, 4-wheel cars.....	81	37	118	440	9,000	15	.....	.....
Caboose, 8-wheel cars.....	303	94	397	665	16,000	15	.....	.....
Service cars.....	109	62	171	711	15,000	15	.....	.....
Total	28,567	11,639	40,206	.....	.....	....	7,894	21,016

Westinghouse and New York air brake, and Miller, Janney, Ames, Gould, Dowling, Pooler and Trojan couplers used on cars.

Wharton or split switches only are used in making all renewals.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	4,366.3	4,366.4
Length of new steel rails laid during year in repairs, miles.....	164.3	164.3
Railroads crossing road at grade	71	71
Railroads crossing road over or under grade	66	91
Highway crossings at grade without protection.....	1,971	1,996
Highway crossings at grade protected by gates or flagmen.	508	507
Highway crossings over or under grade	467	470
Overhead obstructions less than twenty feet above track.	452	459

Passenger cars are heated by steam from locomotives, lighted chiefly with gas and ventilated by side deck ventilators.

American Express Company operates over road. Percentage of gross earnings paid to railroad company. National Express Company also operates over road; one and one-half first-class rates paid to railroad company.

Sleeping, parlor and hotel cars run over line of road, owned by Wagner Palace Car Company. The railroad company provides fuel, lights, ice, and lubricating oil, replaces broken glass in windows, doors and ventilators, and keeps outside of cars clean. The Palace Car Company sells its own tickets at its established rates.

The so-called Red line, White line, Blue line, Canada Southern line, Milwaukee and Michigan line, Midland line, Merchant's Despatch Transportation Company, West Shore line, Housatonic line, Nickel Plate line, West Shore and Boston line, Southwestern Despatch, and Rensselaer, Watertown and Ogdensburg line, thirteen in all, operate over the road. Of the above the Merchant's Despatch Transportation Company has its own cars, receiving a commission on the business it contributes, which varies according to circumstances. The railroad company comprising the other lines each contribute from their own equipment certain cars which are lettered as belonging to the various lines, the ownership of such cars remains specific in each railroad company. As to repairs — cars in all the lines are treated by railroad companies in the same manner as ordinary cars belonging to other railroad companies.

The mails are carried at certain rates fixed by Congress per mile per annum, based on average weight carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	851,049	4.11
Grain.....	3,243,858	15.66
Meats and provisions.....	628,892	3.04
Live stock.....	796,556	3.84
Lumber.....	1,718,537	8.29
Pig and bar iron and steel.....	593,810	2.87
Iron or other ores.....	463,975	2.23
Coal and coke.....	5,258,461	25.38
Petroleum and other oils.....	377,891	1.82
Manufactures.....	1,366,391	6.59
All other merchandise.....	1,774,439	8.56
All other agricultural products.....	1,716,600	8.28
All other articles not included above.....	1,982,293	9.33
Total.....	20,721,752	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	88	28	111
Employees.....	749	146	895
Others.....	226	235	461
Total.....	1,063	409	1,472

EMPLOYEES.

Average number of persons employed (including officials) during the year26,873

Aggregate amount of salaries and wages paid them during the year\$16,684,488 79

Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT..	Chairman Board Direc ..	Grand Cent Station, New York city.
CHAUNCEY M. DEPEW....	President ..	Grand Cent. Station, New York city.
CHARLES O. CLARKE	First Vice-President.....	Grand Cent. Station, New York city.
HORACE J. HAYDEN.....	Second Vice-President...	Grand Cent. Station, New York city.
H. WALTER WEBB	Third Vice-President	Grand Cent. Station, New York city.
EDWIN D. WORCESTER ...	Secretary	Grand Cent. Station, New York city.
EDWARD V.W. ROSSITER..	Treasurer.....	Grand Cent. Station, New York city.

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT.....	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C CLARKE	New York city.
HORACE J. HAYDEN.....	N-w York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
SAMUEL F. BARGER	New York city.
J. PIERPONT MORGAN	New York city.
CYRUS W. FIELD.....	New York city.
WILLIAM BLISS	Boston, Mass.
SHERMAN S. JEWETT.....	Buffalo, N. Y.
ERASTUS CORNING	Albany, N. Y.
GEORGE C. BUELL	Rochester, N. Y.

Title of company, New York Central and Hud-on River Railroad Company.
General offices at Grand Central Station, New York city; principal office at Albany.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in April
For information concerning this report address John Carstensen, Comptroller, Grand Central
tation, New York city.

NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE.

(Date of charter, September 1, 1884.)

This corporation was formed on or about the first day of September, 1884, in pursuance of an act of the Legislature, for the purpose of carrying freight to and from the Fort Orange Paper Company's works, situated near Castleton, Rensselaer county, N. Y. Prior to the first day of September aforesaid the bedway of the New York Central, Hudson River and Fort Orange Railroad Company belonged to the Fort Orange Paper Company, and the New York Central and Hudson River Railroad Company loaned and furnished the ties and rails for a railroad track over the same from their eastern line at a point near Castleton to works of said company under an agreement that in consideration thereof the Fort Orange Paper Company should deliver all their freight to be transported to the New York Central and Hudson River Railroad Company for transportation. The object of the incorporation of the New York Central, Hudson River and Fort Orange Railroad Company was to do business as an independent corporation and to carry all of said freight over its line under contract with the New York Central and Hudson River Railroad Company and the Fort Orange Paper Company.

Capital Stock.

	Common.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	\$10,000	.....
Issued on account of construction	200	2,000	\$2,000

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Grading, masonry and ballast	\$2,000 00
Locomotive	3,000 00
Grand total cost of road and equipment	\$5,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$2,816 34
Less operating expenses (excluding all taxes)	2,417 58
Gross income from all sources	\$398 76
Taxes on property used in operation of road	\$5 80
Taxes on earnings and capital stock	14 08
	19 88
Surplus for year ending June 30, 1892	\$378 88

Analysis of Gross Earnings and Operating Expenses.

Freight, all local	\$1,296 48
Miscellaneous	1,519 86
Total gross earnings	\$2,816 34

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed bridges (including culverts and cattle guards), station shops, docks, etc., and fences and other expenses for maintenance of way and structures	\$75 64
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Maintenance of equipment:

Repairs of locomotives, cars, machinery, tools and other expenses for maintenance of equipment	123 24
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Conducting transportation:

Wages of engineers and firemen	\$1,248 00
Fuel for locomotives	620 77
Oil and waste	50 07
Water supply	35 41
Other train supplies or expenses	83 21

Total	\$2,048 00
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NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE. 393

General expenses:

General office expenses and supplies.....	\$100 00
Grand total operating expenses.....	\$3,417 88

General Balance Sheet June 30, 1898.

Assets.	
Cost of road.....	\$2,000 00
Cost of equipment.....	3,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Capital stock subscribed and not paid in.....	8,000 00
<i>Current assets as follows, viz.:</i>	
Open accounts.....	648 48
	\$18,648 48
LIABILITIES.	
Capital stock.....	\$10,000 00
<i>Current liabilities as follows, viz.:</i>	
Open accounts.....	3,000 00
Profit and loss (surplus).....	648 48
	\$18,648 48

Description of Road and Equipment.

TRACK.		Feet owned, all in N. Y. State.
Main line laid from Castleton to Fort Orange Paper Company's mills, Schodack, N. Y., single track.....		3,168

EQUIPMENT.				
	Number owned.	Number leased.	Average cost of each.	Maximum weight of each in lbs.
Locomotive, 6 drivers.....	1	...	\$3,000	67,900
First-class passenger car.....	.....	1	.....	.....

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Highway crossings at grade without protection.....	1

Officers of the Company.

Name.	Title.	Official Address.
C. C. WOOLWORTH.....	President.....	Castleton, N. Y.
C. P. WOOLWORTH.....	Vice-President.....	Castleton, N. Y.
C. C. WOOLWORTH, Jr.....	Secretary.....	Castleton, N. Y.
J. S. GRAHAM.....	Treasurer.....	Castleton, N. Y.

Directors of the Company.

Name.	Residence.
C. C. WOOLWORTH.....	Albany, N. Y.
J. S. GRAHAM.....	New York city.
FRANK D. KINE.....	New York city.
S. B. WOOLWORTH.....	New York city.
C. C. WOOLWORTH, Jr.....	Albany, N. Y.
W. H. BUNCE.....	Jersey City, N. J.
CARROL TILTON.....	New York city.
H. E. JONES.....	New York city.
J. HENRY FINCH.....	New York city.
JOHN C. WHITEFORD.....	Chicago, Ill.
C. P. WOOLWORTH.....	Castleton, N. Y.
G. P. JENKS.....	Castleton, N. Y.

Title of company, New York Central, Hudson River and Fort Orange Railroad Company.
General offices at Castleton, Rensselaer county, N. Y.
Date of close of fiscal year, January 1.
For information concerning this report, address Calvin C. Woolworth, President

NEW YORK CENTRAL NIAGARA RIVER.

LEASOR.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, March 26, 1877.)

This company was organized to construct and extend and operate a railroad already constructed between the New York Central and Hudson River Railroad and the Niagara river, in the towns of Wheatfield and Tonawanda, in the counties of Niagara and Erie, and around Tonawanda or White's island, in the Niagara river, with branch lines or track connecting with the New York Central and Hudson River Railroad tracks, and also extending on to docks and piers connecting with said river; and that portion of the tracks now constructed are being operated by the New York Central and Hudson River Railroad Company, and that company will include in its reports all other items not stated in this.

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	1,500	\$150,000
Issued on account of construction and now outstanding.....	281	28,100

Number of stockholders..... 25

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$8,430 00
Superstructure (including ties) and rails.....	18,825 55
Land, land damages and fences.....	5,080 00
Engineering expenses.....	238 45
Total cost of road.....	\$26,100 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$26,100 00
LIABILITIES.	
Capital stock.....	28,100 00

Officers of the Company.

Name.	Title.	Official Address.
JAMES TILLINGHAST.....	President.....	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
J. TILLINGHAST	Buffalo, N. Y.
C. VANDERBILT	New York city.
S. F. BARGER	New York city.
C. M. DEPEW	New York city.
E. D. WORCESTER.....	New York city.
W. H. GRIMES	Buffalo, N. Y.
J. W. TILLINGHAST	Buffalo, N. Y.
F. D. STONE.....	Buffalo, N. Y.
C. C. CLARKE	New York city.

Title of company, New York Central Niagara River Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address James Tillinghast, President.

NEW YORK, CHICAGO AND ST. LOUIS.

(Date of consolidation September 27, 1887.)

This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois and composed of constituent companies in said several States. Its construction was completed in 1883 and was open for traffic October 23, 1883. By reason of the foreclosures of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five States above named, respectively, bought from the purchasers the proportions in their respective states. These companies are as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with the Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, The Cleveland and State Railroad Company of Ohio, The Fort Wayne and Illinois Railroad Company of Indiana and the Chicago and State Line Railroad Company of Illinois. All were organized under the general railroad laws of the several states. The constituent companies in New York and Pennsylvania were consolidated by agreement dated July 17, 1887 and filed with the Secretary of State of New York August 15, 1887. The name of the consolidated company was the New York, Chicago and St. Louis Railroad Company. The above-named consolidated company was further consolidated with the constituent companies in Ohio and Indiana by an agreement filed with the Secretary of State of New York, September 27, 1887. The Chicago and State Line Railroad Company leased its railroad to the Fort Wayne and Illinois Railroad Company by lease dated September 20, 1887 and by virtue of the agreement of consolidation this company is now the lessee of that railroad. The lease was made by authority of chapter 114, section 84 of the Revised Statutes of Illinois and section 3973 of the Revised Statutes of Indiana. All of the consolidations were effected under the general laws of the several states.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter, issued for reorganization and now outstanding.....	140,000	\$14,000,000	*160,000	\$16,000,000	†

Grand total of common and preferred stock now outstanding \$30,000,000
 Number of stockholders..... 638

FUNDED DEBT.

DESIGNATION OF LIEN.	DATE	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	Oct. 1, 1887	50	P. C. 4	April and Oct.	\$20,000,000	\$19,575,000	‡

* Fifty thousand shares first preferred; 110,000 second preferred.

† The reorganization agreement provided that each holder of stock in the New York, Chicago and St. Louis Railway Company should pay to the purchasing committee ten per cent upon the par value of stock held by him, and should receive the amount of such payment in first preferred stock of this company; that holders of preferred stock in the old company should receive one-half the amount of their stock in new second preferred stock, and holders of common stock one-half the amount of their stock in common stock of this company.

‡ All of the bonds were issued to the purchasing committee under the reorganization scheme.

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land damages .....	.....	+ \$865 17
Passenger and freight stations .....	.....	53,780 48
* Cost of road October 1, 1887	+ \$155,940 72	45,089,539 57
Total cost of road	+ \$155,940 72	\$45,084,684 55
EQUIPMENT.		
Locomotives .....	.....	\$28,383 00
Freight and other cars .....	.....	144,430 50
* Cost of equipment October 1, 1887 .....	.....	2,443,988 00
Total cost of equipment .....	.....	\$3,516,791 50
Grand total cost of road and equipment	+ \$155,940 72	\$49,701,856 55

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$6,297,362 35
Less operating expenses (excluding all taxes)		5,079,627 95
Net earnings from operation		\$1,216,734 40
<i>Income from other sources, as follows, viz.:</i>		
Interest on deposits	\$10,885 50	
Interest on bonds of the Chicago and Erie Railroad Company	1,300 00	
		12,185 50
Gross income from all sources		\$1,228,920 90
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$778,300 00	
Rentals	91,216 82	
Taxes on property used in operation of road	156,874 22	
		1,026,391 04
Net income from all sources		\$212,529 86
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, 3 per cent on \$5,000,000 first preferred stock	\$150,000 00	
Sinking fund contribution	99,940 50	
		\$249,940 50
Deficit for year ending June 30, 1892		\$37,351 35

General Income Account.

Deficit for year ending June 30, 1892	\$37,351 35	
Surplus up to June 30, 1891	198,774 05	
		\$159,422 50
Add discount on bonds of this company's issue purchased under the sinking fund provisions of the first mortgage		6,050 50
Premiums from sale of first mortgage bonds of the Chicago and Erie Railroad Company		287 50
Total surplus June 30, 1892		\$165,760 50

DETAILED STATEMENT OF RENTALS.

Rental of terminal facilities	\$91,216 82
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* The date this company acquired the property.

† Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$4,451,365 61		
Freight, local.....	1,372,516 18		
	.....	\$5,823,881 74	\$5,823,881 74
Passengers, through	\$159,073 67		
Passengers, local.....	209,047 46		
	\$428,121 13	.....	428,121 13
Mail,	25,709 59	.....	25,709 59
Express	11,475 56	.....	11,475 56
Miscellaneous	1,897 43	6,276 90	8,174 33
Total gross earnings.....	\$467,203 71	\$5,830,158 64	\$6,297,362 35

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$48,148 46	\$433,336 18	\$481,484 64
Steel rails laid.....	4,051 92	36,467 30	40,519 22
Iron rails laid	24 75	222 80	247 55
Repairs of bridges (including culverts and cattle guards)	9,098 76	81,888 88	90,987 64
Repairs of stations, shops, docks, etc.....	9,623 96	33,618 15	43,242 11
Repairs of fences	1,925 95	17,333 56	19,259 51
Other expenses for maintenance of way and structures.....	4,793 06	43,187 54	47,980 60
Total	\$77,666 86	\$645,999 41	\$723,666 27

Maintenance of equipment:

Repairs of locomotives	\$10,627 42	\$179,475 19	\$190,102 61
Repairs of cars	27,471 42	402,073 71	429,545 13
Repairs of machinery and tools	1,796 96	16,172 70	17,969 66
Other expenses for maintenance of equipment..	6,367 65	57,308 90	63,676 55
Total.....	\$46,263 45	\$655,030 50	\$701,293 95

Conducting transportation:

Wages of conductors and men.....	\$30,365 55	\$339,062 95	\$369,428 50
Wages of engineers and firemen.....	31,358 51	388,912 78	420,271 24
Fuel for locomotives	25,535 17	468,890 68	494,425 80
Oil and waste	2,695 92	38,810 63	41,506 55
Water supply	8,717 61	33,458 52	37,176 13
Other train supplies or expenses.....	5,091 54	15,573 15	20,664 69
Wages of station agents and clerks.....	47,799 71	219,479 83	267,279 54
Wages for labor at stations	5,419 15	367,844 20	373,263 35
Station supplies.....	2,971 55	13,556 62	16,528 17
Wages of watchmen, flagmen and switchmen..	18,409 41	245,325 12	263,734 53
Other expenses for conducting transportation..	12,509 48	207,962 42	220,471 90
Total.....	\$180,873 60	\$2,338,896 80	\$2,519,770 40

General expenses:

Salaries of general officers and clerks	\$17,319 67	\$129,580 38	\$146,900 05
General office expenses and supplies.....	276 94	2,492 50	2,769 44
Stationery and printing.....	5,075 29	41,423 29	46,498 58
Outside agencies and advertising.....	27,688 02	226,001 82	253,689 84
Legal expenses.....	2,677 12	28,919 45	31,596 57
Loss and damage of freight and baggage	84 61	27,248 27	27,332 88
Damage to cattle and property	328 24	5,426 86	5,754 60
Injuries to persons.....	18,286 33	34,705 47	47,991 80
Telegraph maintenance and operation.....	17,164 39	88,740 59	105,904 98
Mileage of cars of other companies (debit balance).....	2,736 61	439,140 68	441,877 29
Other general expenses.....	1,559 13	14,032 17	15,591 30
Total	\$88,196 35	\$1,037,710 98	\$1,125,907 33
Grand total operating expenses.....	\$293,000 26	\$4,677,637 69	\$5,070,637 95

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$46,064,634 85
Cost of equipment.....	3,616,721 80

Other permanent investments, as follows, viz.:

Stock of other companies	\$10,000 00
First mortgage bonds of this company on hand.....	144,000 00
	154,000 00

Current assets, as follows, viz.:

Cash on hand and on deposit	\$256,851 10
Bills receivable	1,805 52
Due by agents	245,568 04
Open accounts.....	378,045 85
Materials and supplies.	870,851 45
Sundries.....	15,175 58
	1,369,797 34
	\$51,235,153 99

LIABILITIES.

Capital stock.....	\$30,000,000 00
Funded debt.....	19,575,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$301,690 00
Audited vouchers and pay-rolls.....	753,108 73
Open accounts.....	185,947 51
	1,000,741 34
Sinking fund account	393,648 85
Profit and loss (surplus).....	105,709 50
	\$51,235,153 99

Traffic and Mileage Statistics.

Item.	Through.	Local	Total
Number of passengers carried	81,545	478,680	555,195
Number of passengers carried one mile.....	11,418,043	15,680,361	27,098,398
Number of tons of freight carried.....	2,340,805	1,105,142	3,445,947
Number of tons of freight carried one mile.....	851,487,717	234,055,875	1,085,543,592

Passenger train mileage.....	478,680	478,680
Freight train mileage	4,132,699	393,978
All other train mileage.....	.....	1,581,158
Total train mileage.....	4,132,699	2,455,505
		6,581,134

Item	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$467,208 71	\$395,000 25	\$74,208 45
Average per passenger carried	5415	7073	1322
Average per passenger per mile	0172	0145	0027
Average per passenger train per mile.	9753	8304	1549
Freight earnings and expenses (including miscellaneous earnings)	5,830,158 64	4,677,637 09	1,152,521 55
Average per ton of freight carried	1 592	1 237	355
Average per ton of freight per mile	00537	00431	00106
Average per freight train per mile.....	1 237	1 022	215

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passen- gers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	1.188	1.697	1.688
Average rate received per mile for carrying passengers, second class	1.711	1.674	1.706
Average rate received per mile for carrying passengers, all classes	1.898	1.722	1.588
Average rate received per mile per ton for carrying freight, all classes .....	.522	.588	.527

Description of Road and Equipment.

TRACK.	MILES OWNED.		*MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Buffalo, N. Y., to boundary line between the States of Indiana and Illinois, single track	68.07	502.56	.....	.....	68.07	502.56
Other roads, single track .....	.....	.....	1.60	20.46	1.60	20.46
Second track on main line .....	.....	6.24	.....	.....	.....	6.24
Second track branches, or other roads .....	.....	.....	.....	1.21	.....	1.21
Total second track .....	.....	6.24	.....	1.21	.....	7.55
Sidings and turnouts on main line	22.21	173.03	.....	.....	22.21	173.03
Sidings and turnouts on branches or other roads .....	.....	.....	.....	18.13	.....	18.13
Total sidings and turnouts	22.21	173.03	.....	18.13	22.21	191.16
Grand total of tracks, sidings and turnouts ..	90.28	681.83	1.60	29.90	91.88	721.73
Laid with steel rail, main line	68.07	502.56	.....	.....	68.07	502.56
Laid with steel rail, other roads .....	.....	.....	1.60	20.46	1.60	20.46

Weight of rails per yard — steel, maximum, 65 lbs., minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased†	Miles of double track.	Miles laid with steel rail.
New York, Lake Erie and Western Railroad	In Buffalo .....	.....	1.60	1.60	†	.....	1.60
Lake shore and Michigan Southern Railroad	Grand Crossing, Ill.	Chicago, Ill. ....	.....	8.90	†	.....	8.90
The Chic. & State Line R. R.	The boundary line between the State of Indiana and Ill. ....	.....	.....	9.96	Leased	1.21	11.27

* Including track of other roads used.

† Trackage rights.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges	12	2,649	49	18,623
Wooden bridges	2	70	9	855
Iron trestles	2	1,282	12	12,454
Wooden trestles	84	7,157	279	14,916
Total	48	9,876	337	46,848

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	60	\$7,908 94	167,400	10	56	.....
Locomotives, 4 drivers	78	5,147 87	119,200	10	53	.....
Total	138	.....	.....	.....	109	.....
First-class passenger cars.....	25	\$4,796 36	49,700	10	25	25
Second-class passenger cars.....	10	3,942 63	48,600	10	10	10
Baggage, mail and express cars.....	14	3,050 05	60,400	10	14	14
Total	49	.....	.....	.....	49	49
Refrigerator cars.....	150	\$963 86	35,300	8	150	150
Box freight cars.....	4,706	393 31	22,500	8	.....	373
Stock freight cars.....	620	291 00	22,000	8	.....	308
Coal freight cars.....	227	295 00	18,500	8	.....	.....
Flat freight cars	1,044	278 00	17,500	8	.....	.....
Caboose, 8-wheel cars	76	565 40	27,500	8	.....	.....
Service cars.....	5	812 00	36,000	8	.....	.....
Total	6,828	.....	.....	.....	150	1,331

Passenger cars equipped with Westinghouse automatic air brake and Miller coupler; freight cars with Janney coupler and link and pin.
Split and stub switches both used on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph operated by company, miles ..	68.15	512.60
Length of steel rails laid during year in repairs, miles.....	.....	46.47
Railroads crossing road at grade	5	45
Railroads crossing road over or under grade	1	10
Highway crossings at grade without protection.....	92	442
Highway crossings at grade protected by gates or flagmen	10	90
Highway crossings over or under grade	7	69
Overhead obstructions less than twenty feet above track.....	1	20

Passenger cars are heated by Johnston heater and Erie steam heater in New York State lighted by Hicks and Smith lamp with 800° oil and ventilated by deck and doors.
National Express company operates on this line. Terms: On tonnage between Cleveland and Chicago at the rate of six cents per ton per mile and on tonnage between Cleveland and Buffalo \$200 per month.
Transportation lines running over this road, are as follows: Lackawanna, Nickel Plate, Interstate Despatch, Traders' Despatch, South-west Despatch and White Line Central Trans Company. All are co-operative lines owned by the companies over whose roads they run.
The yearly compensation allowed this company for transportation of United States mails \$25,819.60.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	119,104	3.46
Grain.....	537,825	16.17
Meats and provisions.....	239,430	6.06
Live stock.....	378,481	10.98
Lumber.....	279,293	8.10
Pig and bar iron and steel.....	102,183	2.97
Iron or other ores.....	214,475	6.22
Coal and coke.....	508,421	14.75
Petroleum and other oils.....	120,104	3.49
Manufactures.....	405,422	11.77
All other merchandise.....	113,541	3.39
All other agricultural products.....	336,199	9.76
All other articles not included above.....	62,123	2.86
Total.....	3,445,947	100

NUMBER OF ACCIDENTS.	Injured.	Killed	Total.
Employees.....	37	1	37
Others, not passengers.....	2	1	3
Total.....	39	2	41

EMPLOYEES.

Average number of persons employed (including officials) during the year. 4,069
 Aggregate amount of salaries and wages paid them during the year \$2,604,464 51

Officers of the Company.

Name.	Title.	Official Address.
WM. K. VANDERBILT.....	Chairman of the Board.....	New York city
D. W. CALDWELL.....	President.....	Cleveland, Ohio.
ALLYN COX.....	Secretary and Treasurer.....	New York city.
H. HAMMERSLEY.....	Assistant Treasurer.....	Cleveland, Ohio.
JAMES P. CURRY.....	Auditor.....	Cleveland, Ohio.
SAMUEL E. WILLIAMSON.....	General Counsel.....	Cleveland, Ohio.
LEWIS WILLIAMS.....	General Superintendent.....	Cleveland, Ohio.
G. B. SPRIGGS.....	General Freight Agent.....	Cleveland, Ohio.
B. F. HORNER.....	General Passenger Agent.....	Cleveland, Ohio.
JOHN MACKENZIE.....	Superintendent of Motive Power.....	Cleveland, Ohio.

Directors of the Company.

Name.	Residence.
WM. K. VANDERBILT.....	Oakdale, Long Island, N. Y.
CORNELIUS VANDERBILT.....	New York city
FRED W. VANDERBILT.....	New York city
H. McK. TWOMEY.....	New York city
JNO S KENNEDY.....	New York city
JAS. A. ROOSEVELT.....	New York city
CHAUNCEY M. DEFEW.....	New York city
FRED P. OLCOTT.....	New York city.
ALLYN COX.....	Yonkers, N. Y.
D. W. CALDWELL.....	Cleveland, Ohio.
SAMUEL E. WILLIAMSON.....	Cleveland, Ohio.
RALPH W. HICKOX.....	Cleveland, Ohio.
CHAS. M. REED.....	Erie, Pa.

Title of company, The New York, Chicago and St. Louis Railway Company.
 General offices at Cleveland, Ohio.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, first Wednesday in May.
 For information concerning this report address James P. Curry, Auditor.

NEW YORK AND CONEY ISLAND.

LESSOR.

LESSEE — PROSPECT PARK AND CONEY ISLAND.

(Date of charter, February 5, 1879.)

This company was organized under the General Railroad Law of April 2, 1880, and the several acts amendatory thereof and supplemental thereto. The articles of association were filed in the office of the Secretary of State February 5, 1879.

The railroad of this company was constructed and opened for business in the spring of the year 1879, and was leased to the Prospect Park and Coney Island Railroad Company on the 1st day of July, 1879, for ninety-five years, under the authority of chapter 318, Laws of 1889, and chapter 849, Laws of 1890.

Capital Stock.

	COMMON STOCK.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding ..	1,000	\$100,000
Number of stockholders.....		6

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$5,396 70
Bridges.....		11,058 85
Superstructure (including ties)		18,008 66
Rails.....		12,656 62
Land		4,229 96
Land damages ..		2,808 52
Fences		8,798 75
Shops, machinery and tools.....		3,048 30
Telegraph line.....		262 97
Docks and wharves		7,263 37
Total cost of road.....		\$70,677 68
EQUIPMENT.		
Locomotives.....		\$10,570 00
Passenger cars		12,871 19
Total cost of equipment.....		\$23,441 19
Grand total cost of road and equipment.....		\$100,019 08

Income Account for Year Ending June 30, 1892.

Income from all sources as follows, viz.:

Rent from Prospect Park and Coney Island Railroad Company, under lease.....	\$10,000 00
---	-------------

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$70,677
Cost of equipment.....	29,341
Current assets as follows, viz.:	
Sundries: Cash on loan with the Prospect Park and Coney Island R. R. Co	884
	\$100,968
LIABILITIES.	
Capital stock.....	\$100,000
Profit and loss (surplus).....	968
	\$100,968

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ANDREW R. CULVER.....	President.....	4 and 5 Court square, Brooklyn.
ALLEN C. WASHINGTON.....	Treasurer.....	4 and 5 Court square, Brooklyn.
LYSANDER STACEY.....	Secretary.....	4 and 5 Court square, Brooklyn.
ALBERT B. BIERCK.....	Auditor.....	4 and 5 Court square, Brooklyn.
RICHARD SCHERMEKHORN.....	Superintendent.....	Ninth avenue and Twentieth street, New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ANDREW R. CULVER.....	Brooklyn, N. Y.
ALLEN C. WASHINGTON.....	New York city.
AUSTIN CORBIN.....	New York city.
SIDNEY WEBSTER.....	New York city.
FRALEY C. NICHOLS.....	Brooklyn, N. Y.
THEODORE B. MOORE.....	New York city.
LYSANDER STACEY.....	Brooklyn, N. Y.

Title of company, New York and Coney Island Railroad Company.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report address Andrew R. Culver, President.

NEW YORK AND HARLEM.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(See report under Surface Street Railroads, post.)

NEW YORK, LACKAWANNA AND WESTERN.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, August 24, 1880.)

Organized under General Railroad Law. Opened in 1881 for sixty miles; completed in 1882. Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated October 2, 1882, continuing during charter; consideration being five per cent per annum, payable quarterly, on the stock and interest on the bonds.

Advances made by lessee for construction purposes repaid in either stock or bonds. Operations are included in the lessee's report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	100,000	\$10,000,000
Issued for actual cash.....	505	\$50,500
Issued on account of construction.....	99,495	9,949,500
Total now outstanding.....	100,000	\$10,000,000

Number of stockholders.....

987

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*First mortgage	Dec. 31, 1880	40	p.c. 6	Jan. and July	\$12,000,000	\$12,000,000
+Construction mortgage	Aug. 1, 1883	40	5	Feb. and Aug.	5,000,000	5,000,000
+Terminal improvement mort...	May 1, 1890	33	4	May and Nov.	5,000,000	4,350,000
Total					\$22,000,000	\$21,350,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, and ballast.....	\$27,219 33	\$9,531,602 22
Bridges		1,939,341 54
Superstructure (including ties) and rails.....	4,966 09	6,280,019 29
Land	52,209 37	5,887,653 04
Land damages	8,545 00	
Fences	400 12	
Passenger and freight stations	18,653 35	530,043 52
Engine and car houses, shops, machinery and tools	5,268 47	416,621 06
Fuel and water stations.....	4,728 35	16,957 28
Engineering expenses.....		144,145 25
Interest and discount charged to construction		306,197 90
Telegraph line		5,113 08
Wharfing.....		622,909 41
Coal and cattle yards		187,227 23
Coal trestles	1,133 22	406,709 09
Elevators (enlarging).....	36,500 00	36,500 00
Total cost of road.....	\$154,626 00	\$26,301,279 91
EQUIPMENT.		
Locomotives	\$68,875 25	\$1,319,245 96
Passenger cars		134,536 61
Mail, baggage and express cars.....	31,809 00	79,185 00
Freight and other cars.....	1,412,996 11	4,208,614 13
Total cost of equipment.....	\$1,513,690 36	\$5,741,581 70
Grand total cost of road and equipment	\$1,668,306 36	\$32,042,861 61

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New sidings and switches	\$23,836 61
Filling trestle, Black Rock	3,332 72
New signal, Nichols	4,966 09
Land	52,209 37
Land damages.....	8,545 00
New crossing gate, Waverly	400 12
New trainmen's building, Elmira.....	13,058 81
New freight house, Greigsville.....	596 54
New transfer table and carpenter shop, East Buffalo.....	3,569 47
New machinery at drawbridge, Ohio street	1,809 00
Water supply station and cranes.....	4,728 35
New retail coal trestles, Waverly and Corning.....	1,133 22
Enlarging elevator, Buffalo	36,500 00
Seven new locomotives.....	\$68,875 25
Twelve new mail, baggage and express cars	31,809 00
Two thousand six hundred and seventy-nine new freight cars.....	1,467,780 71
	\$1,568,464 96
Less 127 freight cars torn down and charged off	54,784 00
	1,513,680 36
	\$1,668,306 36

* Issued and delivered at par for building the road. † Issued to lessee at par for advances made

Income Account for Year Ending June 30, 1893.

Income from all other sources, as follows, viz.:

Rental paid by lessee directly to stock and bondholders:

Twelve months' interest on stock	\$500,000 00
Twelve months' interest on first mortgage bonds.....	720,000 00
Twelve months' interest on construction mortgage bonds.....	280,000 00
Twelve months' interest on terminal improvement bonds.....	144,000 00
	<hr/>
	\$1,614,000 00

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$28,301,979 91
Cost of equipment.....	5,741,551 70
	<hr/>
	\$34,043,531 61
LIABILITIES.	
Capital stock.....	\$10,000,000 00
Funded debt.....	21,250,000 00
Current liabilities, as follows, viz.:	
Due lessees for advances.....	693,531 61
	<hr/>
	\$34,043,531 61

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN.....	President	25 Exchange place, New York city
FREDERICK H. GIBBENS.....	Vice-President.....	26 Exchange place, New York city.
FRED F. CHAMBERS.....	Secretary.....	26 Exchange place, New York city.
ARTHUR D. CHAMBERS.....	Treasurer	26 Exchange place, New York city.
WILLIAM F. HALLSTRAED.....	General Manager ..	Scranton, Pa.
F. A. SEABERT.....	Superintendent	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
JOHN I. BLAIR.....	Blairtown, N. J.
PERCY R. PYNE.....	New York city.
GEORGE BLISS	New York city.
FREDERICK H. GIBBENS	New York city.
HENRY D. POLHEMUS.....	Brooklyn, N. Y.
EUGENE HIGGINS.....	New York city.
WILLIAM F. HALLSTRAED	Scranton, Pa.
WILLIAM R. STORRS	Scranton, Pa.
M. TAYLOR PYNE.....	New York city.
WILSON G. HUNT.....	New York city.
SAMUEL SLOAN, JR	New York city.

Title of company, New York, Lackawanna and Western Railway Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, Tuesday preceding last Friday in February.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 25 Exchange place, New York city.

NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, April 27, 1878.)

The New York, Lake Erie and Western Railroad Company was organized in pursuance of the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the act amending the same, passed June 2, 1875.

The reorganization took place upon the purchase under foreclosure and sale on the 24th of April, 1878, of the property and franchises of the Erie Railway Company.

Its certificate of incorporation was filed April 27, 1878.

Among the property and franchises to which this company succeeded, upon such foreclosure and sale, are the various railroad leaseholds originally demise to the Erie Railway Company, and whose terms were unexpired at the time of such foreclosure and sale.

These are enumerated in the list of leased lines in the accompanying report.

In addition, this company has, since its organization, acquired by lease the following railroads, which are now operated by it, under and in pursuance of the General Railroad Laws of the State of New York, namely:

1. The Lockport and Buffalo railroad, under lease made September 15, 1880, for the unexpired term of the charter of that company, was leased to the Suspension Bridge and Erie Junction Railroad Company, of which the New York, Lake Erie and Western Company is the lessee, as successor to the Erie Railway Company, and is the guarantor of the money covenants in the said lease.

2. The Buffalo and Southwestern railroad, under lease made August 1, 1880, for the unexpired term of the charter of that company.

3. The Middletown and Crawford railroad, under lease made January 30, 1898, for the term of ninety-nine years from its date.

4. The New York, Pennsylvania and Ohio railroad, under lease made April 30, 1893, for the term of ninety-nine years from the first of May, 1893.

5. The New York, Lake Erie and Western Coal and Railroad Company, under lease made August 15, 1890, for the term of thirty-five years from July 1, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

The capital stock of this company, fixed by its certificate of incorporation, is as follows, viz.:

Common stock	\$75,000,000 00
Preferred stock	8,535,900 00
	<u>\$83,535,900 00</u>

Under its plan of organization forming part of its certificate of incorporation, the capital stock of this company was to be issued in exchange at par for stock of the Erie Railway Company upon the payment of certain specified assessments. These assessments have been paid upon the following amount of stock:

Common stock	\$77,063,800 00
Preferred stock	8,156,700 00
	<u>\$85,220,500 00</u>

Of this there has been issued in exchange for stock of the Erie Railway Company:

Common stock	\$76,927,000 00
Preferred stock	8,156,400 00
	<u>\$85,083,400 00</u>

There is still held awaiting such exchange:

Common stock	\$156,800 00
Preferred stock	800 00
	<u>157,600 00</u>

Stock issued pursuant to its articles of incorporation:

Common stock	\$400,000 00
Preferred stock	380,900 00
	<u>\$780,900 00</u>

Stock unissued and held for disposition pursuant to its articles of incorporation:

Common stock	416,200 00
	<u>\$416,200 00</u>

FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgages, as follows, viz.:

First mortgage bonds, mature May 1, 1897	\$2,482,000 00
Second mortgage bonds, mature September 1, 1919 ..	2,142,000 00
Third mortgage bonds, mature March 1, 1923	4,617,000 00
Fourth mortgage bonds, mature October 1, 1920 ..	2,296,000 00
Fifth mortgage bonds, mature June 1, 1923	709,500 00
Buffalo branch mortgage bonds, mature July 1, 1921 ..	182,800 00
Consolidated mortgage bonds, mature September 1, 1920 ..	16,891,000 00
	<u>\$29,367,100 00</u>

Which mortgage debts are included in this statement of its funded debt for reasons which appear above. Pursuant to its certificate of incorporation, this company has created a funded debt, as follows, viz.:

First consolidated funded coupon bonds, mature September 1, 1920 ..	\$3,705,977 10
Second consolidated mortgage bonds, mature December 1, 1920 ..	25,000,000 00
Second consolidated funded coupon bonds, mature December 1, 1920 ..	8,597,400 00
Reorganization first lien bonds, mature December 1, 1908	2,500,000 00
Collateral trust bonds, mature November 1, 1922	\$5,000,000 00
Less amount redeemed	1,656,000 00
	<u>3,844,000 00</u>
Income bonds, mature June 1, 1977	508,008 00
Funded coupon bonds of 1885, mature December 1, 1900	4,081,400 00
	<u>\$7,433,408 00</u>
Total	<u>\$77,643,895 10</u>

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$117,730 79	\$1,335,036 08
Bridges	126,304 68	848,097 44
Superstructure (including ties)	59,003 02	
Rails	19,968 91	1,752,100 21
Land and land damages	12,968 06	899,338 27
Fences	7,163 27	839,366 94
Passenger and freight stations	154,139 53	904,449 98
Engine and car houses, shops, machinery and tools	14,185 07	618,351 96
Engineering expenses		39,293 34
Improvements at East Buffalo		329,745 15
Telegraph line	6,940 25	47,601 03
Wharfing	55,581 70	121,238 53
Incidentals		41,971 61
Second track		1,997,122 81
Water transportation, New York harbor		277,265 57
Elevator, Buffalo		304,142 57
Coal pockets, Buffalo		48,243 12
Narrowing gauge of road		57,572 71
Lehigh docks, Buffalo		289,903 96
Erie coal docks, Buffalo		254,762 87
Third rail taken up		17,791 56
Third rail		931,132 88
Mortgage on real estate assigned to trustee		144,500 00
Estate of the Erie Railway Company	40,468 88	145,375,017 70
Total cost of road	\$613,033 75	\$155,857,682 53
EQUIPMENT.		
Locomotives	\$448,062 50	\$1,804,553 32
Passenger cars	56,574 57	700,368 58
Freight and other cars		8,124,676 69
Narrowing gauge of cars and locomotives		1,232,142 19
Total cost of equipment	\$504,637 07	\$4,861,730 78
Grand total cost of road and equipment	\$1,118,670 82	\$160,719,413 26

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Ballasting	\$108,795 56
Jersey City yard improvements	14,906 92
Port Jervis yard improvements	10,951 48
Bergen yard improvements	225 69
Carrollton	6,918 18
Platform, trestle, etc., Jersey City	423 43
Land, Germantown	5,800 00
Land, Newark	1,000 00
Land, Alfred	25 00
Land, Penn Horn Creek	1,000 00
Land, Kirkwood	10 00
Land, Callicoon	1,200 00
Mortgage assigned to trustee	5,000 00
Freight house, Lestershire	588 79
Conveyor, Buffalo coal dock	6,050 00
Protection against high water	4,017 98
Bulkhead Harbours cove	28,489 70
Highway bridge, Bankers crossing	5,184 80
Bridges Nos. 4, 25, 73, 5 and 7	126,401 34
Shed pier ferry-rack Jersey City	81,317 58
Warehouse, Buffalo	122,718 14
Telegraph line, Salamanca	3,894 95
Signal towers interlocking, etc., at various places	40,870 77
Crossing gates, gate houses, etc., at various places	3,896 55
Sundry switches, sidings, passing tracks at various places	21,697 84
Searching, recording deeds, etc	33 05
Twenty express cars	56,574 57
Forty-two locomotives	423,062 50
Royalty for use of patents on locomotives	15,000 00
Machinery, etc., for shops	12,648 87
Sundry disbursements on account of the "estate of the Erie Railway Company"	40,468 88
Less credit sale of land, Cheektowaga	\$1,118,670 82
	500 00
	\$1,118,670 82

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1893.

Gross earnings from operation	\$31,022,912 41
Less operating expenses (excluding all taxes)	21,734,717 87
	<hr/>
	\$9,288,195 04
Less proportion due to leased lines, which are worked on a percentage of earnings.	2,549,906 75
	<hr/>
Net earnings from operation	\$7,808,288 29
<i>Income from other sources as follows, viz.:</i>	
Earnings of Pavonia ferry, ferries, docks, elevators, etc.	\$234,150 80
Rents, Twenty-third street property	5,600 00
Rents and expenses of stock yards, Long Dock Company and Dock and Improvement Company.	28,678 80
Interest on securities	306,906 52
Miscellaneous	46,736 36
	<hr/>
	1,028,075 35
Gross income from all sources	<hr/>
	\$8,836,363 61
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$4,630,703 30
Rentals of leased lines	1,872,550 86
Taxes on property used in operation of road	456,968 10
Taxes on earnings and capital stock	100,867 00
Interest on equipment, loans and mortgages	420,093 34
Expenses of Pavonia Ferry, ferries, docks, elevators and other charges	501,284 30
	<hr/>
	7,832,018 26
Surplus for year ending June 30, 1893	<hr/>
	\$1,004,345 35

General Income Account.

Surplus for year ending June 30, 1893	\$1,004,345 35
Surplus up to June 30, 1891	9,506,566 70
	<hr/>
	\$10,510,912 05
<i>Less charges to revenues of previous years:</i>	
Dividend on preferred stock	\$265,107 00
Interest on income bonds	80,420 48
Premium on bonds	11,300 00
Interest on Chicago and Erie bonds prior to September 1, 1890	563,066 07
Uncollectable accounts written off, adjustments, charges, etc.	70,654 33
	<hr/>
	1,031,608 48
Total surplus June 30, 1893	<hr/>
	\$9,479,303 57

DETAILED STATEMENT OF RENTALS.

Paterson and Hudson railroad, annual rental	\$48,400 00
Paterson and Ramapo railroad, annual rental	30,000 00
Newburgh and New York railroad, 5 per cent on \$250,000	12,500 00
<i>Buffalo, New York and Erie railroad:</i>	
Organization expenses	\$5,000 00
Seven per cent on \$250,000 stock	62,500 00
Seven per cent on \$2,880,000 bonds	166,600 00
	<hr/>
	234,100 00
Montgomery and Erie railroad, annual rental	16,000 00
Goshen and Deckertown, annual rental	10,000 00
Hawley branch, annual rental	50,000 00
<i>Honesdale branch railroad:</i>	
Four and one-half per cent on \$204,000 of the Jefferson Railroad Co. ..	\$9,180 00
Six per cent on \$26,000 of the Jefferson Railroad Company	5,760 00
	<hr/>
	14,940 00
Jefferson branch railroad, 5 per cent on \$2,800,000 bonds	140,000 00
<i>Rochester and Genesee Valley railroad:</i>	
Six per cent on \$555,200 stock	\$33,312 00
Organization expenses	700 00
	<hr/>
	34,012 00
<i>Avon, Genesee and Mount Morris railroad:</i>	
Organization expenses	\$100 00
Six per cent on \$225,000	13,500 00
	<hr/>
	13,600 00
Buffalo, Bradford and Pittsburg railroad, 7 per cent on \$560,000	40,000 00
Lockport and Buffalo railroad, annual rental	27,000 00
Bergen County railroad, 6 per cent on \$200,000 bonds	12,000 00
Middletown and Crawford railroad, annual rental	10,500 00
Newark and Hudson railroad, 7 per cent on \$250,000 bonds	17,500 00
Long Dock Company, rental	480,000 00

NEW YORK, LAKE ERIE AND WESTERN.

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New York, Lake Erie and Western Docks and Improvement Company: Interest on different amounts of bonds, various dates	\$187,246 66
New York, Lake Erie and Western Coal and Railroad Company: Interest on different amounts of bonds, various dates	181,125 00
New Jersey Junction railroad, annual rental	6,001 00
Total amount of rentals deducted from income	<u>\$1,572,550 66</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$12,444,800 98			
Freight, local..... 12,816,187 08			
		\$24,760,488 01	\$24,760,488 01
Passengers, through			
Passengers, local..... \$1,058,640 80			
Mail	\$5,724,819 90		5,724,819 90
Express	800,418 10		800,418 10
	447,665 45		447,665 45
Miscellaneous, as follows, viz.:			
Rents	40,446 76	99,005 46	139,452 22
Miscellaneous	91,823 56	228,250 17	320,073 73
Total gross earnings	\$6,605,168 77	\$25,087,748 64	\$31,692,912 41

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$568,642 84	\$1,441,160 58	\$2,009,811 92
Steel rails laid, 81,898.57 tons; cost, \$906,083.21.			
Repairs of bridges (including culverts and cattle guards)	82,062 67	197,528 70	279,591 37
Repairs of stations, shops, docks, etc.....	123,266 27	233,050 62	356,325 89
Repairs of fences	11,655 57	80,100 01	41,755 58
Other expenses for maintenance of way and structures	75,991 10	200,514 37	276,505 47
Total	\$861,617 95	\$2,102,372 28	\$2,963,990 23

<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$360,773 35	\$1,084,285 18	\$1,395,058 53
Repairs of cars	385,014 50	1,811,496 20	2,196,514 70
Repairs of machinery and tools	27,117 28	70,257 50	97,374 73
Other expenses for maintenance of equipment.....	161,965 46	415,977 15	577,942 61
Total	\$934,874 54	\$3,382,016 03	\$4,266,890 57

<i>Conducting transportation:</i>			
Wages of conductors and men	\$487,191 35	\$1,768,087 24	\$2,255,228 59
Wages of engineers and firemen	468,550 45	1,616,519 77	2,080,070 22
Fuel for locomotives	359,714 25	1,586,880 92	1,946,095 17
Oil and waste	40,945 59	126,918 54	177,869 18
Water supply	40,585 27	102,821 32	143,406 59
Other train supplies or expenses	160,157 84	219,799 10	379,956 94
Wages of station agents and clerks	186,632 88	877,042 14	1,063,105 02
Wages for labor at stations	27,364 11	837,161 18	864,525 24
Station supplies	72,681 81	186,190 91	258,872 72
Wages of watchmen, flagmen and switchmen	149,944 98	729,671 08	879,616 01
Other expenses for conducting transportation	24,244 68	1,190,441 11	1,222,685 79
Total	\$2,012,898 16	\$9,254,978 26	\$11,267,871 42

<i>General expenses:</i>			
Salaries of general officers and clerks	\$140,781 28	\$358,218 45	\$498,949 73
General office expenses and supplies	20,516 81	49,486 09	69,952 90
Stationery and printing	51,981 68	104,798 07	156,724 75
Outside agencies and advertising	158,148 12	302,615 14	460,758 26
Legal expenses	22,515 88	53,958 65	76,474 53
Loss and damage of freight and baggage	17,484 02	126,072 88	153,556 90
Damage to cattle and property, and injuries to persons	146,212 92	196,795 50	343,008 42
Telegraph maintenance and operation	129,261 32	347,404 81	476,666 18
Mileage of cars of other companies (debit balance)	80,750 96	414,158 13	494,909 09
Other general expenses	1,602 84	3,841 60	5,444 44
Total	\$769,170 88	\$1,967,294 32	\$2,736,465 15
Grand total operating expenses	\$4,578,056 48	\$16,656,660 89	\$21,234,717 37

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$105,887,882 53
Cost of equipment		6,881,730 78
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies	\$2,273,636 49	
Bonds of other companies	851,019 60	
		<u>3,124,656 09</u>
Construction of branch lines, etc.		1,151,865 44
Amounts paid on account of equipment ..		4,698,861 30
N. Y., L. E. and W. Coal and R. R. Co. advances ..		1,387,870 28
Chicago and Erie R. R. Co.		879,704 74
Advances to other companies		1,939,040 49
Erie coal companies, etc.		1,475,437 35
<i>Current assets, as follows, viz.:</i>		
Cash on hand and in London		415,345 06
Bills receivable		67,342 16
Due by agents and others on account of traffic ..		1,906,109 69
Open accounts other than traffic		996,780 12
Materials and supplies		1,609,580 12
		<u>\$182,887,498 00</u>
LIABILITIES.		
Capital stock		\$55,958,000 00
Funded debt		77,643,895 10
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt due	\$130,277 20	
Interest on funded debt due and accrued ..	900,453 48	
		<u>1,030,730 68</u>
Dividends unpaid.		9,854 00
Audited vouchers and pay-rolls		1,276,547 37
Open accounts		187,949 53
Loans and bills payable		4,270,883 56
Sundries		28,707 79
Due for wages		1,120,061 41
Due companies, individuals, account of traffic ..		617,840 11
Rentals of leased lines, etc.		664,158 01
Overdue coupons on second consolidated bonds, unfunded.		398 00
Profit and loss (surplus)		9,568,943 45
		<u>\$182,887,498 00</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	308,078	11,412,311	11,805,389
Number of passengers carried one mile	36,431,512	288,973,204	327,404,716
Number of tons of freight carried	6,671,343	13,043,579	19,714,922
Number of tons of freight carried one mile	1,587,096,557	1,475,346,500	3,062,443,147
Passenger train mileage			5,309,589
Freight train mileage			12,090,109
All other train mileage			3,545,600
Total train mileage			20,905,301

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$4,674,695 08	\$3,517,195 68	\$1,357,502 40
Average per passenger carried	4129	2979	1150
Average per passenger per mile	0175	0127	0048
Average per passenger train per mile	9351	6075	3276
Freight earnings and expenses (including miscellaneous earnings)	19,454,704 60	12,436,796 21	7,017,908 39
Average per ton of freight carried	1 0451	6678	3773
Average per ton of freight per mile	00635	00406	00229
Average per freight train per mile	1 6091	1 0878	5213

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first-class.....	1.874	1.589	1.523
Average rate received per mile for carrying passengers, second class.....	1.619	1.464	1.566
Average rate received per mile for carrying passengers, all classes ...	1.451	1.538	1.525
Average rate received per mile per ton for carrying freight, all classes.....	.502	.763	.628

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Piermont to Dunkirk, single track.....	404,901	446,686	.....	.....	404,901	446,686
Branches or other roads laid single track	99,548	104,493	328,588	556,619	428,131	661,112
Total single track	504,444	551,129	328,588	556,619	833,032	1,107,748
Second track on main line	264,091	308,420	.....	.....	264,091	308,420
Second track branches or other roads	71,750	71,750	87,461	142,607	109,211	214,357
Total second track	335,841	380,170	87,461	142,607	373,302	522,777
Third track branches or other roads .....	.....	.....	.....	2,796	.....	2,796
Fourth track branches or other roads .....	.....	.....	.....	2,796	.....	2,796
Total third and fourth tracks. ....	.....	.....	.....	5,592	.....	5,592
Sidings and turnouts on main line.	226,878	256,200	.....	.....	226,878	256,200
Sidings and turnouts, branches or other roads.....	34,296	35,477	169,099	343,887	203,395	379,364
Total sidings and turnouts....	261,174	291,677	169,099	343,887	430,273	635,564
Grand total of tracks, sidings and turnouts.....	1,101,459	1,222,976	535,148	1,048,705	1,636,607	2,271,681
Laid with steel rail, main line.....	668,992	755,056	.....	.....	668,992	755,056
Laid with steel rail, branches or other roads.....	171,293	176,243	366,809	704,818	537,502	881,061

Average life of rails — steel, 10 to 12 years; iron, 4 to 6 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 80 lbs.; minimum, 60 lbs.; iron, maximum, 66 lbs.; minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with stone, slag and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Newburgh branch	Newburgh	Greycourt.....	18.781	18.781	Owned.	6.880	18.781
Newburgh and N. Y. R. R....	Newb'gh Junc.	Vail's Gate Jc.	12.642	12.642	Owned.	.....	12.642
Buffalo branch.....	Hornellsville..	Attica	60.920	60.920	Owned.	60.920	60.920
Edgerton branch	Mayfield, Pa...	Edgerton .....	.....	2.500	Owned.	.....	2.500
Paterson and Hudson River R.R. Paterson and Ramapo and Union R. R.....	Jersey City....	Suffern .....	.795	31.243	Leased.	31.243	31.243
Montgomery and Erie R. R..	Goshen	Montgomery ..	10.430	10.430	Leased.	.....	10.430
Goshen & Deckertown R. R..	Goshen	Pine Island....	11.640	11.640	Leased.	.....	11.640
Hawley branch.....	Lackaw'an, Pa	Hawley, Pa....	.....	15.610	Leased.	.....	15.610
Lockport & Buffalo Railway.	Tonawanda ...	Lockport	15.120	15.120	Leased.	.....	15.120
Rochester & Genesee Valley Railroad	Avon	Rochester	18.401	18.401	Leased.	... ..	18.401
Avon, Genesee & Mt. Morris Railroad	Avon	Mt. Morris....	17.700	17.700	Leased.	.....	17.700
Buffalo & Southwestern R.R.	Buffalo Creek R. R. Junc...	Jamestown ...	66.360	66.360	Leased.	.....	66.360
Weehawken branch.....	Bergen Jc., N.J.	Del. & Hudson coal docks...	.....	8.448	Leased.	.....	8.448
Northern R. R. of N. Jersey..	Junction, N. J..	Nyack, N. Y...	5.819	26.050	Leased.	21.540	26.050
Erie International Railway..	Main st., Buff'o	Erie Internat'l Bridge	4.500	4.500	Owned.	4.500	4.500
Erie and Black Rock R. R....	Intern'l Junc..	Black Rock....	1.140	1.140	Owned.	.....	1.140
Conesus Lake R. R.	Hamilton, N.Y.	Lakeville, N. Y.	1.610	1.610	Owned.	.....	1.610
Bergen and Dundee	Garfield, N. J..	Passaic, N. J...	... ..	2.450	Owned.	.....	2.450
Paterson, Newark and New York ¹ Railroad.....	Paterson	Newark .....	.....	11.326	Leased.	.606	11.326
Newark and Hudson R. R....	Bergen Junc...	Newark .....	.....	5.620	Leased.	4.517	5.620
Bergen County R. R.	Ruth'f'd Junc.	Ridgewood Jc.	.....	9.821	Leased.	9.821	9.821
Jefferson Railroad (Honesdale branch)	Hawley, Pa....	Honesdale, Pa.	.....	8.180	Leased.	8.150	8.180
Jefferson Railroad)Carbon-dale branch)	Lanesboro, Pa.	Carbondale, Pa	.....	36.510	Leased.	35.064	36.510
Middletown & Crawford R.R.	Crawf'd Junc., N. Y.	Pine Bush, N.Y.	10.220	10.220	Leased.	.....	10.220
Buffalo, Bradford & Pitts. R.R	Carrolton, N.Y.	Gilesville, Pa .	7.84	26.170	Leased.	.....	26.170
Buffalo, N. Y. and Erie R. R.	Painted Post, N. Y.	Buffalo, N. Y..	140.233	140.233	Leased.	31.836	140.233
Susp. Bridge & Erie Junc. R.R	East Buffalo...	Susp. Bridge ..	24.010	24.010	Leased.	5.340	24.010
Arlington R. R.	Arlington Jc., N. J.	Meadow Junc., N. J. ....	... ..	1.160	Leased.	.....	1.160
Moosic Mt. & Carbondale R.R.	Winton, Pa....	Moosic Mountain Breaker .....	.....	4.210	Leased.	.....	4.210
N. Y. Lake Erie & W. Coal & R. R. Co	Crawford Jc., Pa	Johnsonburg..	.....	31.046	Leased.	.....	31.046
Toby branch	Blockwayville, Pa	Toby Mines, Pa	.....	12.000	Leased.	.....	12.000
Brockport and Shawmut	Brockport, Pa.	Shawmut, Pa .	.....	8.750	Leased.	.....	8.750
Dagus railroad.....	Dagus Cahon-da, Pa.....	Dagus mines ..	.....	5.500	Leased.	.....	5.500
West branch.....	Bradford, Pa..	Sugar Run, Pa	.....	10.841	Leased.	.....	10.841

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet. In.		Feet. In.
Iron bridges	259	23,920	298	33,066 7
Wooden bridges	75	7,271 7	104	9,094 7
Wooden trestles	125	7,891 8	159	17,560 1
Total	459	39,083 3	561	59,721 3

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 10 drivers	5	..	5	\$11,000	300,000	5	.....
Locomotives, 8 drivers	198	50	248	8,500	194,000	171	.....
Locomotives, 6 drivers	143	.....	143	7,500	191,000	133	.....
Locomotives, 4 drivers	198	81	289	6,500	140,000	192	.....
Total	542	81	623	.....	.....	500	.....

First-class passenger cars	287	29	316	\$5,000	.....	286	286
Second-class passenger cars ..	110	.....	110	8,000	.....	110	110
Baggage, mail and express cars	169	10	179	1,500	.....	179	179
Total	516	39	555	.....	.....	555	555

Box freight cars.	7,517	7,290	14,807	\$450	.....	2,085	2,786
Stock freight cars	98	497	595	435	.....	17	99
Coal freight cars	8,473	8,794	17,267	450	.....	.....	3,600
Flat freight cars	1,562	599	2,171	300	.....	.....	367
Caboose, 4-wheel cars	264	4	268	500	.....	.....	175
Caboose, 8-wheel cars	39	2	41	600	.....	.....	.....
Service cars	69	3	71	750	.....	.....	.....
Total	13,041	17,178	30,219	.....	.....	2,085	7,027

Passenger cars are equipped with Westinghouse brake and Janney coupler. Freight cars with Westinghouse and hand brake and Master Car Builder's type coupler.
Split switches used on main line, and whenever renewals are made split switches are used.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire Line.
Telegraph owned and operated by company, miles	3,397	3,791
Length of steel rails laid during year in repairs, miles	367,041	496,753
Railroads crossing road at grade	39	43
Railroads crossing road over or under grade	35	38
Highway crossings at grade without protection	758	694
Highway crossings at grade protected by gates or flagmen	90	154
Highway crossings over or under grade	103	143
Overhead obstructions less than twenty feet above track	67	85

Passenger cars are heated by steam from engines, and all passenger cars running in and out of Jersey City are lighted by gas; those that do not run into Jersey City are lighted by oil lamps and ventilated in the ordinary way, in dome or roof of car.

Wells Fargo & Co's express runs over this road at forty per cent of earnings.

Sleeping, parlor and hotel cars of the Pullman's Palace Car Company run over this line; passengers are charged the customary rates for berths and sections.

Eric Despatch, Commercial Express and Interstate Despatch run over this road. They are co-operative lines, and the cars are owned and repaired by the various companies forming the respective lines. No preference given.

No contract with the United States government for the transportation of mails. Service recognized.

NEW YORK AND MASSACHUSETTS.

(Date of consolidation, April 26, 1887.)

On the 22d day of January, 1887, the Poughkeepsie, Hartford and Boston Railroad Company was reorganized pursuant to the statutes of this State regulating the reorganization of railroad companies after foreclosure, under the name of the New York and Massachusetts Railway Company, and the certificate of incorporation filed in the office of the Secretary of State, January 22, 1887.

The capital stock of that company was \$1,000,000. On the 17th day of March, 1887, the said New York and Massachusetts Railroad Company was consolidated with the Hudson River and Boston Railroad Company, pursuant to the statutes of the State of New York, and the certificate of consolidation was filed in the office of the Secretary of State on the 26th day of April, 1887.

Under the consolidation the name of the present company is the New York and Massachusetts Railway Company, and the amount of its capital stock is \$2,500,000, of which 10,000 shares (\$100 each) full paid, have been and are ready to be issued; 140 shares have been and are ready to be issued, subject to call for future installments, and the 14,860 shares remain in the treasury of the company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	25,000	\$2,500,000
Issued on account of construction and now outstanding.....	.....	1,014,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
First mortgage	Aug. 1, 1875	30	P.C. 7	Semi-annual.	\$300,000	\$94,000	\$94,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	.....	\$567,166 74
Bridges and trestles.....	.....	.....	16,005 78
Superstructure (including ties).....	.....	.....	462,114 17
Land and land damages .....	.....	\$279 00	170,922 43
Passenger and freight stations.....	.....	.....	34,832 21
Shops, machinery and tools .....	.....	.....	12,043 26
Engineering expenses.....	.....	.....	91,954 47
Total cost of road.....	.....	\$279 00	\$1,305,189 08
EQUIPMENT.			
Locomotives .....	.....	.....	\$36,070 23
Passenger cars.....	.....	.....	14,730 19
Mail, baggage and express cars.....	.....	.....	8,500 00
Freight and other cars.....	.....	.....	23,806 12
Total cost of equipment .....	.....	.....	\$78,106 56
Grand total cost of road and equipment.....	\$279 00	\$1,473,295 64

NEW YORK AND MASSACHUSETTS.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$51,506 88
Less operating expenses (excluding all taxes).....	64,654 00
Net loss from operation	\$13,145 15
Income from all other sources	1,449 95
Gross deficit from all sources.....	\$11,695 20
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,580 00
Rentals	6,000 00
Taxes on property used in operation of road.....	2,932 08
Taxes on earnings and capital stock	209 01
Taxes other than above.....	145 55
	11,316 70
Deficit for year ending June 30, 1892.....	\$23,011 90

DETAILED STATEMENT OF RENTALS.

This company pays a rental of \$6,000 per annum to the N. D. and C. R. R. for the use of its track between Stissing and Pine Plains.....	\$6,000 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local.....		\$33,639 20	\$33,639 20
Passengers, all local.....	\$25,520 90		25,520 90
Mail	1,668 86		1,668 86
Express	674 28		674 28
<i>Miscellaneous as follows, viz.:</i>			
Telegraph.....	12 00	9 11	21 11
Total gross earnings.....	\$27,970 54	\$33,638 31	\$51,506 85

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed, including ties ...	\$13,208 50	\$4,041 45	\$16,944 95
Repairs of bridges, (including culverts and cattle-guards).....	2,068 10	500 50	2,618 60
Repairs of stations, shops, docks, etc.....	375 00	125 00	500 00
Repairs of fences.....	380 00	190 00	400 00
Total	\$14,916 60	\$4,846 95	\$19,763 55

<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$2,344 00	\$768 10	\$3,112 10
Repairs of cars.....	1,409 80	840 00	1,749 80
Repairs of machinery and tools.....	235 00	60 00	315 00
Total	\$3,988 80	\$1,668 10	\$5,175 90

<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,710 00	\$1,005 80	\$2,715 80
Wages of engineers and firemen.....	2,680 00	2,274 12	4,954 12
Fuel for locomotives	7,567 29	2,800 00	11,367 29
Oil and waste	339 00	200 00	539 00
Water supply	220 00	280 00	500 00
Other train supplies or expenses.....	228 12	150 00	478 12
Wages of station agents and clerks.....	2,191 50	2,484 50	4,676 00
Station supplies	280 00	120 05	350 05
Wages of watchmen, flagmen and switchmen..	1,738 05	968 18	2,721 18
Total	\$15,478 96	\$11,999 26	\$26,478 22

<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$4,980 00	\$1,740 00	\$6,720 00
General office expenses and supplies.....	700 00	320 48	1,020 48
Stationery and printing	300 00	180 48	480 48
Advertising	180 00		180 00
Losses and damage of freight and baggage	52 15	120 00	169 15
Damage of cars of other companies (debit balance).....		196 64	196 64
Other general expenses	258 56	194 05	447 51
Total	\$5,460 61	\$2,450 57	\$7,911 18
Grand total operating expenses.....	\$43,850 99	\$20,908 01	\$64,654 00

General Balance Sheet June 30, 1893.

Assets.	
Cost of road	\$1,305,100 00
Cost of equipment.....	78,106 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	548 00
Due by agents.....	1,971 00
Open accounts.....	20,076 74
Materials and supplies	180,898 78
	<u>\$1,682,995 78</u>
LIABILITIES.	
Capital stock	\$1,014,000 00
Funded debt.....	24,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	22,550 00
Audited vouchers and pay-rolls.....	12,352 00
Loans and bills payable	498,986 00
Profit and loss (surplus)	83,088 00
	<u>\$1,682,995 78</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	87,005
Number of passengers carried one mile.....	1,196,156
Number of tons of freight carried	40,952
Number of tons of freight carried one mile.....	290,794
Passenger train mileage.....	78,094
Freight train mileage	28,836
All other train mileage.....	4,448
Total train mileage.....	<u>106,880</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$27,870 54	\$43,830 99	\$15,960 45
Average per passenger carried.....	320	504	184
Average per passenger per mile	098	087	014
Average per passenger train per mile	353	555	202
Freight earnings and expenses (including miscellaneous earnings)	23,688 31	20,903 01	Profit.
Average per ton of freight carried.....	577	508	2,585 30
Average per ton of freight per mile.....	098	055	089
Average per freight train per mile.....	1 017	896	007
			122

ITEM	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2 14
Average rate received per mile per ton for carrying freight, all classes.....	6.2

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N Y State.	Entire length.
Main line authorized from Hudson river to Chloopee	43.00	110
Main line laid, single track	34.00	34
Sidings and turnouts on main line	2 35	2
Grand total of tracks, sidings and turnouts	37.34	37
Laid with steel rail, main line.....	7 5	
Laid with iron rail, main line.....	37.5	

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges.....	1	80
Wooden bridges.....	6	330
Wooden trestles.....	3	2,000
Total	10	2,380

EQUIPMENT.	Number owned.
Locomotives, 6 drivers	1
Locomotives, 4 drivers	4
Total	5
First-class passenger cars.....	4
Second-class passenger cars.....	1
Baggage, mail and express cars.....	2
Total	7
Box freight cars.....	28
Stock freight cars.....	2
Coal freight cars	28
Flat freight cars	4
Caboose, 8-wheel cars.....	1
Service cars	2
Total	59

Westinghouse automatic air brake on passenger cars and ordinary hand brake on freight cars. .

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	33
Highway crossings at grade without protection	18
Highway crossings over or under grade	3
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by stoves and lighted with oil.
American Express Company does business over road, and pays one and one-half first-class rates.
Received \$42.75 per mile per annum for transportation of United States mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	692
Grain	5,320
Meats and provisions.....	2,010
Live stock	443
Lumber.....	1,230
Pig and bar iron and steel	70
Iron or other ores.....	5,937
Coal and coke.....	18,676
Petroleum and other oils	114
All other manufactures	232
All other merchandise.....	80
Other agricultural products	4,922
Other articles not included above.....	1,876
Total	40,952

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 70

Officers of the Company.

Name.	Title.	Official Address.
G. P. PELTON	President	Poughkeepsie, N. Y.
H. D. CONE	Vice-President.....	Stockbridge, Mass.
EDWARD ELSWORTH	Secretary and Treasurer.....	Poughkeepsie, N. Y.
J. A. PERKINS	General Superintendent.....	Poughkeepsie, N. Y.
E. L. VANDENBURGH	General Ticket Agent	Poughkeepsie, N. Y.

Directors of the Company.

Name.	Residence.
G. P. PELTON.....	Poughkeepsie, N. Y.
H. D. CONE.....	Stockbridge, Mass.
EDWARD ELSWORTH.....	Poughkeepsie, N. Y.
J. A. PERKINS.....	Poughkeepsie, N. Y.
O. H. BOOTH.....	Poughkeepsie, N. Y.
W. A. MILES.....	Poughkeepsie, N. Y.
S. N. ALDRICH.....	Boston, Mass.
P. L. VAN WAGNER.....	Poughkeepsie, N. Y.
G. S. BOWEN.....	Poughkeepsie, N. Y.

Title of company, New York and Massachusetts Railway Company.

General offices at Poughkeepsie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in July.

For information concerning this report address J. A. Perkins, General Superintendent.

NEW YORK AND NEW ENGLAND.

(Date of charter, May, 1873.)

Formed by the organization in 1873 of the holders of Berdell mortgage bonds issued by the Boston, Hartford and Erie Railroad Company.

The following table shows the date of the opening for public travel of the road now (1888) owned by the New York and New England Railroad Company, and the names of the companies by which the several portions were completed:

Date of opening	Stations between which road was operated.	Miles added.	Company by which addition was completed.	TOTAL LENGTH.	
				Year.	Miles.
May, 1849..	Islington and Blackstone...	23.2	Norfolk county.....	....	....
Dec. 1, 1849..	Hartford and Willimantic...	21.5	Hartford, Providence and Fishkill.....	1849	55.4
Jan. 1, 1850..	Hartford and Bristol.....	17.9	Hartford, Providence and Fishkill.....	1850	53.3
Nov. 1852..	Cook St. and Newton Upper Falls.....	.9	Charles river branch.....	1852	54.3
June, 1853..	Newton Upper Falls and Needham.....	2.3	Charles river.....	1853	56.5
July, 1854..	Blackstone and Mechanicville.....	23	Boston and New York Central.....	....	....
Oct. 2, 1854..	Willimantic and Providence	58.5	Hartford, Providence and Fishkill.....	1854	148
July 11, 1855..	Bristol and Waterbury.....	14.5	Hartford, Providence and Fishkill.....	....	....
Jan. 1856..	Boston to Islington.....	12.6	Boston and New York Central.....	1855	135.1
Nov. 1861..	Needham and Medway.....	12.8	N-w York and Boston.....	1861	197.9
Sept. 1862..	Medway and West Medway	1.5	New York and Boston.....	1862	199.5
Oct. 1863..	West Medway and Woonsocket.....	10.9	New York and Boston.....	1863	210.4
1865..	Dorrance St track, Providence.....	.82	Hartford, Providence and Fishkill.....	1865	211.22
Feb 1867..	East Thompson and Southbridge.....	17.4	Boston, Hartford and Erie..	1867	228.62
1869..	Mechanicville and Putnam.	1.7	Boston, Hartford and Erie..	1869	230.32
Aug. 1872..	Putnam and Willimantic...	24.6	Trustees under Berdell mortgage.....	1872	254.9
1873..	Freight branch, Hartford..	.67	Trustees H. P. and F.	1873	255.57
1879..	Charles river to Ridge Hill..	1.64	New York and New England.....	1879	257.2
July 1881..	Waterbury and Danbury.....	30.6	New York and New England.....	1881	287.8
Jan. 1882..	Danbury and Hopewell Junction.....	34.6	New York and New England.....	....	....
1882..	Elmwood and Dedham.....	1.53	New York and New England.....	....	....
Jan. 1883..	Wicopce Junction and Newburg.....	2.5	New York and New England.....	1883	290.3

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter.	300,000	\$30,000,000	50,000	\$5,000,000	.....
Issued for actual cash .....	.....	.....	35,650	\$3,565,000	\$3,543,696
Issued for reorganization	197,980	\$19,798,000	.....	.....	.....
*Berdell bonds, convertible.....	.....	302,000	.....	.....	.....
Total now outstanding.....	197,980	\$19,798,000	35,650	\$3,565,000	\$3,543,696

Grand total of common and preferred stock now outstanding..... \$23,363,000
 Number of stockholders 1,553

FUNDED DEBT.

DESIGNATION OF DEBT.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds...	Jan. 1, 1876	20	7 ^p / ₈	Jan. & July	\$5,000,000	\$5,000,000	\$5,257,117 34
First mortgage bds...	Jan. 1, 1876	20	6	Jan. & July	4,000,000	4,000,000	4,141,979 88
†Second mort. bonds.	June 22, 1883	20	6	Feb. & Aug.	5,000,000	5,000,000	4,877,906 98
Boston Terminal, first mortgage bonds..	April 1, 1880	50	4	April & Oct.	1,500,000	1,898,000	1,816,700 00
Mortgage notes:							
Curtis wharf, Boston.	Feb. 10, 1887	1	4 ¹ / ₂	Feb. & Aug.	80,000	80,000	
Curtis wharf, Boston.	Oct. 1, 1888	5	5	April & Oct.	80,000	80,000	
Lands at Springfield.	July 10, 1888	5	5	Jan. & July	17,800	17,800	
Lands at Hartford...	Nov. 30, 1875	1	5	Jan. & July	18,800	18,800	
Lands at Hartford...	Sept. 8, 1878	1	5	Jan. & July	3,000	3,000	
Contract liabilities.							
Pipes wharf	Dec. 1, 1887	5 ¹ / ₂	5 ¹ / ₂	Monthly	200,000	200,000	
Equipment purchased M. & W. R. R. Co...	Sept. 30, 1887	5	5	May & Nov.	22,625	22,625	
‡One thousand freight cars.....	Aug. 1, 1890	1 to 7	Var.	Monthly	480,910	486,910	
Total					\$17,857,835	\$17,318,535	\$15,708,791 03

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$23,115 00	.....
Bridges	22,339 94	.....
Superstructure (including ties).....	54,351 40	.....
and.....	14,878 06	.....
Passenger and freight stations	17,046 09	.....
Engines and car houses.....	2,007 04	.....
Shops, machinery and tools	2,305 00	.....

* Exchangeable for 2,000 shares common stock unissued, on presentation.

† \$998,000 of scaled five per cent second mortgage bonds; six per cent from February 1, 1892.

‡ Mileage of cars not less than six per cent per annum.

§ Due November 30, 1875.

¶ Due January 8, 1887.

Cost of Road and Equipment — (Continued).

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Fuel and water stations.....	\$7,886 84	.....
Engineering expenses ..	2,451 68	.....
Telegraph line	8,887 96	.....
Total cost of road.....	\$168,518 15	*\$24,675,516 09
EQUIPMENT.		
Locomotives.....	\$71,040 58	.....
Passenger cars.....	17,047 60	.....
Mail, baggage and express cars	4619 75	.....
Freight and other cars.....	14,909 41	.....
Total cost of equipment	\$88,269 23	\$5,385,496 84
Grand total cost of road and equipment.....	\$251,772 37	\$40,009,016 08

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Right of way and depot grounds.....	\$14,423 06
Improvement of Boston Terminal	8,130 57
Improvement at Hawleyville Conn	6,929 26
Passenger car heating plants	8,425 21
Track scales	1,523 94
Improvements at Springfield, Mass.....	19,906 34
Various improvements at stations.....	1,435 19
New sidings	31,798 14
Bridge No. 34, Willimantic	2,885 43
Bridge No. 4 West Dudley	6,781 22
Improvements to various bridges	9,071 76
Bridge No. 1, Blackstone river, Woonsocket.....	9,583 02
Change of grade crossings	18,462 81
Coal station, Plainfield	4,026 76
New crossovers and connections.....	5,614 09
Improvement of Dedham branch.....	10,765 94
Increase weight of steel rails	17,235 74
Miscellaneous improvements	1,631 25
Seven new locomotives	71,040 58
Improvements to passenger cars.....	17,047 60
Two caboose cars.....	1,071 50
Work on snow plows	161 80
Credit for baggage car material charged, but work discontinued.....	4619 75
Credit for improvements of freight cars transferred to operating expenses.....	15,442 51
	\$251,772 37

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$6,216,517 26
Less operating expenses (excluding all taxes).....	4,552,441 63
Net earnings* from operation.....	\$1,664,175 61
<i>Income from other sources, as follows, viz.:</i>	
Boston harbor transfer.....	6,295 02
Gross income from all sources.....	\$1,670,470 64
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,078,425 90
Interest and discount on interest-bearing current liabilities	19,499 04
Rentals	475,476 51
Taxes on property used in operation of road and on earnings and capital stock	204,764 85
Insurance.....	22,909 23
	1,860,537 02
Net deficit from all sources.....	\$190,066 57

* This amount represents the cost of the road to this company, but not the total cost of constructing it. It is based on the amount of the "Burdell bonds" and mortgage (\$30,000,000) which bonds, after foreclosure, became convertible into the stock of this company, and upon the sums paid out by this company since the foreclosure in taking up underlying liens and completing and extending the road. The actual cost of constructing the road to the former owners and since acquiring its title, to this company, is largely in excess of the cost of the road to this company as above returned, as has been ascertained, pursuant to the laws of the State of Connecticut, by the president, treasurer and an engineer, approved by the Railroad Commissioners of the State of Connecticut, in February, 1892, and an engineer to ascertain the cost of the construction of the road, the amount thus ascertained being between \$45,000,000 and \$50,000,000 exclusive of equipment, and considerably over \$50,000,000 including equipment.

† Credit.

‡ Deductions.

Payments from net income, as follows, viz.:

Dividends declared, $3\frac{1}{4}$ per cent on \$3,300,000 preferred stock.....	\$115,540 00	
Dividends declared, $3\frac{1}{2}$ per cent on \$3,650,000 preferred stock.....	128,275 00	
		<u>\$243,775 00</u>

Deficit for year ending June 30, 1892.....	<u>\$428,841 98</u>
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General Income Account.

Deficit for year ending June 30, 1892.....		\$428,841 98
Deficit to June 30, 1891.....	\$417,773 54	
Add debit for value of equipment destroyed in 1893 and renewed during the year.....	1,071 50	

	<u>\$418,845 04</u>	
Deduct credits for premiums on preferred stock sold.	20,231 24	
		<u>\$398,613 80</u>

Total deficit June 30, 1892.....	<u>\$828,455 78</u>
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DETAILED STATEMENT OF RENTALS.

Norwich and Worcester Railroad.....	\$254,497 69
Providence and Springfield Railroad.....	66,949 35
Woonsocket and Pascoag Railroad.....	15,000 00
Rhode Island and Massachusetts Railroad.....	20,000 00
Boston and Albany Railroad.....	6,381 39
Wockville Railroad.....	4,563 75
Milford and Woonsocket Railroad.....	8,019 39
Milford, Franklin and Providence Railroad....	6,346 23
Newburgh, Dutchess and Connecticut Railroad.....	65,818 72
New London Northern Railroad.....	29,600 00

Total amount of rentals deducted from income	<u>\$476,476 51</u>
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Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

	Passenger.	Freight.	Total
Freight, through.....	\$2,889,766 91		
Freight, local.....	1,218,694 67		
		\$3,601,461 58	\$3,601,461 58
Passengers, through.....	\$541,182 32		
Passengers, local.....	1,645,969 49		
	\$2,189,151 81		\$2,189,151 81
Mail.....	61,028 28		61,028 28
Express.....	161,597 45		161,597 45
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	\$52,801 97		
Wharves and docks.....	53,308 46		
Switching, storage, etc.....	48,405 85		
Miscellaneous.....	49,871 86		
	50,880 64	153,552 50	\$94,333 14
Total gross earnings.....	<u>\$2,461,808 18</u>	<u>\$3,755,014 08</u>	<u>\$6,216,812 26</u>

OPERATING EXPENSES.**Maintenance of way and structures:**

Repairs of track.....	\$160,604 59	\$171,944 53	\$332,549 11
Steel rails laid, 15,580.1 tons; cost, \$48,784.82.			
Repairs of roadbed.....	2,235 08	2,392 35	4,627 43
Repairs of bridges (including culverts and cattle guards)....	16,898 25	18,066 06	34,979 30
Repairs of stations, shops, docks, etc.....	16,313 54	32,369 64	48,683 18
Repairs of fences.....	8,458 55	9,055 78	17,514 33
or expenses for maintenance of way and structures.....	25,598 58	36,112 22	78,710 90
Total.....	<u>\$340,108 74</u>	<u>\$308,961 06</u>	<u>\$649,064 80</u>

Maintenance of equipment:

Repairs of locomotives.....	\$90,138 55	\$184,163 09	\$274,301 65
Repairs of cars.....	81,907 50	218,194 81	300,092 31
Repairs of machinery and tools.....	9,633 67	10,523 00	20,156 67
or expenses for maintenance of equipment.....	56,148 52	69,535 38	125,683 90
Total.....	<u>\$238,018 35</u>	<u>\$475,421 38</u>	<u>\$713,439 73</u>

Analysis of Gross Earnings and Operating Expenses.

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$141,780 78	\$318,579 71	\$460,360 44
Wages of engineers and firemen.....	188,080 97	378,470 80	411,551 87
Fuel for locomotives.....	332,151 85	594,470 57	756,622 42
Oil and waste.....	9,899 80	14,316 88	24,216 68
Water supply.....	18,540 60	19,849 71	38,390 31
Other train supplies or expenses.....	75,566 04	54,003 40	129,569 44
Wages of station agents and clerks.....	63,367 88	175,244 67	237,502 55
Wages for labor at stations.....	30,509 97	314,869 08	344,879 05
Station supplies.....	38,775 43	24,737 78	53,513 21
Wages of watchmen, flagmen and switchmen...	39,785 49	178,179 23	217,964 72
Other expenses for conducting transportation...	125,049 03	190,839 98	315,889 01
Total.....	\$896,877 73	\$1,992,760 31	\$2,889,637 94
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$39,372 70	\$43,045 65	\$81,818 35
General office expenses and supplies.....	8,937 77	4,890 04	8,277 81
Stationery and printing.....	2,641 15	2,870 45	5,511 60
Outside agencies and advertising.....	3,411 78	30,719 94	34,131 72
Legal expenses.....	29,687 49	32,051 31	61,738 80
Loss and damage of freight and baggage.....	55 69	30,234 30	30,290 99
Damage to cattle and property.....	3,040 23	4,374 39	7,414 62
Injuries to persons.....	30,681 47	37,451 27	68,132 74
Telegraph maintenance and operation.....	27,370 85	42,338 79	70,009 64
Mileage of cars of other companies (debit balance).....	10,825 47	59,037 69	72,663 16
Other general expenses.....	9,543 43	10,317 37	19,760 70
Total.....	\$150,618 98	\$289,680 30	\$440,299 28
Grand total operating expenses.....	\$1,047,496 71	\$2,282,440 61	\$3,329,937 32

General Balance Sheet June 30, 1899.

Assets.		
Cost of road.....		\$34,375,516 66
Cost of equipment.....		5,333,455 34
Other permanent investments, as follows, viz.:		
Stock of other companies.....		90,000 00
Current assets, as follows, viz.:		
Cash on hand.....	\$360,119 57	
Due by agents.....	309,341 22	
Open accounts.....	606,543 96	
Materials and supplies.....	467,082 05	
		1,841,986 71
Debit balance, being taxes and expenditures undistributed.....		83,011 73
Profit and loss (deficiency).....		632,453 78
		<u>\$42,871,360 26</u>
LIABILITIES.		
Capital stock.....		\$33,000,000 00
Funded debt.....		17,318,535 00
Supplies transferred from Norwich and Worcester Railroad Company.....		61,423 99
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued.....	\$472,625 00	
* Dividends unpaid.....	128,375 00	
Audited vouchers and pay-rolls.....	680,653 06	
Open accounts.....	379,709 89	
Loans and bills payable.....	383,114 66	
Equipment notes.....	81,708 43	
		1,086,191
		<u>\$42,871,360</u>

* Dividend No. 13 on preferred stock due May 1, 1899, payment enjoined.

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	703,090	9,085,920	8,789,010
Number of passengers carried one mile	22,567,231	81,165,226	103,732,457
Number of tons of freight carried	9,174,073	1,096,068	8,278,110
Number of tons of freight carried one mile	968,831,148	47,737,847	811,058,995

Passenger train mileage			2,275,741
Freight train mileage			2,426,447
All other train mileage			1,195,719
Total train mileage			5,907,907

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$2,441,006 18	\$1,035,612 80	\$905,394 38
Average per passenger carried	2510	1743	1068
Average per passenger per mile	0237	0147	0090
Average per passenger train per mile	1 0515	0703	4113
Freight earnings and expenses (including miscellaneous earnings) ..	3,755,014 06	3,085,623 85	769,391 23
Average per ton of freight carried	1 1473	2950	2225
Average per ton of freight per mile	0120	0097	0023
Average per freight train per mile	1 5411	1 9422	2968

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.208	Cents. 2.004	Cents. 2.09
Average rate received per mile per ton for carrying freight, all classes .....	.906	2.558	1.150

Description of Road and Equipment.

TRACK	MILES OWNED.		Miles leased all out-side N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line laid from Boston to Fishkill-on-Hudson, single track	30.47	216.69	.....	30.47	216.69
Branches, or other roads, laid single track .....	.....	143.87	135.41	.....	280.28
Total single track	30.47	360.56	135.41	30.47	495.97
Second track on main line .....	.....	109.22	.....	.....	109.22
Sidings and turnouts on main line	16.22	117.55	.....	16.22	117.55
Sidings and turnouts on branches or other roads ..	.....	84.81	34.95	.....	69.76
Total sidings and turnouts	16.22	152.36	34.95	16.22	187.31
Grand total of tracks, sidings and turnouts	46.69	512.92	171.36	46.69	793.50
Laid with steel rail, main line	30.47	216.69	.....	30.47	216.69
Laid with steel rail, branches or other roads .....	.....	135.43	131.23	.....	266.66
Laid with iron rail, branches or other roads .....	.....	8.45	5.08	.....	13.43

Average life of rails — steel, 10 years; average life of ties, 5 years; weight of rails per yard — steel, maximum, 73 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 6 $\frac{3}{4}$ inches; ballasted with gravel.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF BRANCHES OR OTHER ROADS

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length outside New York State	Leased or owned	Miles laid with steel rail.	Miles laid with iron rail.
Central Division.....	Providence, R. I.	Willimantic, Ct.	..	58.22	Owned	58.22	..
Southbridge branch	Cook street, New- ton, Mass.....	Woonsocket, R. I.	....	25.57	Owned	25.57	....
Dedham branch	E. Thompson, Ct.	Southb'ge, Mass.	....	17.36	Owned	17.36	....
Dorrance street track	Dedham Jc., Mass.	Dedham, Mass.	....	1.53	Owned	2.30	1.23
Freight branch, Hartford.	Islington, Mass.	Dedham, Mass.	....	2.00	Owned	..	..
Melrose branch	Providence, R. I.	Dorr'nce St. whf.	....	.62	Owned	..	..
Springfield branch	Hartford, Ct.	Morgan St., Hart- ford, Ct.	....	.67	Owned	..	..
Rhode Isl'd & Mass. branch	Melrose, Ct.	West St., R'kville	....	7.22	Owned	..	7.22
Norwich & Worcester Div.	East Hartford, Ct.	Jc. R. & A. R. R., Springfield	....	27.48	Owned	27.48	....
Rockville branch	Franklin, Mass....	Valley F's, Mass.	....	18.60	Leased	18.60	....
Boston & Albany Railroad	Allyn's Pt., Ct....	Worcester, Mass.	....	68.16	Leased	61.18	5.08
Milford branch	Vernon, Ct.	Rockville, Ct.	....	4.43	Leased	4.43	..
Providence & Springf'd Br.	Jc. Springfield Br.	Depot, Springf'd	....	1.41	Leased	1.41	..
Woonsocket & Pascoag Br.	Franklin, Mass.	Ashland, Mass.	....	19.97	Leased	19.97	..
	Providence, R. I.	Pascoag, R. I.	....	21.34	Leased	21.34	..
	Woonsocket, R. I.	Hartsville, R. I.	....	9.50	Leased	9.50	..
Total owned .....			....	143.87	..	135.42	5.45
Total leased .....			....	126.41	..	121.23	5.08
Total owned and leased.			....	270.28	..	256.65	10.53
Newburgh, Dutchess and Connecticut R. R. Co. ...	Hopewell Junc....	Wicopee Junc	10.35	.....	..	10.35	..
N. Y., Prov. & Boston R. R.	Jc. N.Y. & N.E.R.R.	Depot, Providence	....	.10	..	.10	..

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet. In.		Feet. In.
Iron bridges	8	896	23	5,889
Wooden bridges	12	751 6	143	11,383 1
Wooden trestles	4	2,692	55	11,570 7
Total	24	3,849 6	220	29,797 8

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	16	..	16	168,000	16	..
Locomotives, 6 drivers	75	4	80	210,000	80	..
Locomotives, 4 drivers	20	21	111	161,500	111	27
Total	111	25	207	..	207	27
First-class passenger cars	220	23	243	64,000	241	243
Baggage, mail and express cars	27	6	33	52,000	23	33
Total	247	29	276	..	276	276
Box freight cars	2,322	2 6	2,486	25,100	164	780
Coal freight cars	2,070	184	2,254	36,000	..	400
Flat freight cars	489	21	490	18,000	..	..
Caboose, 4-wheel cars	72	6	78	14,000	..	..
Caboose, 6-wheel cars	6	3	9	18,000	..	..
Dump cars	470	372	842	10,000	..	..
Service cars	28	..	28	50,000	15	6
Total	5,387	652	6,039	..	179	1,192

* Trackage rights.

Westinghouse automatic brake on all passenger cars and some freight cars. Miller and Janney coupler on passenger cars. Gould, Safford, Dowling automatic and Safford common couplers used on freight cars.

Wharton and split switches in general use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles.....		18.17
Railroads crossing road at grade		18
Railroads crossing road over or under grade... ..	9	10
Highway crossings at grade without protection	14	455
Highway crossings at grade protected by gates or flagmen		78
Highway crossings over or under grade.....	13	169
Overhead obstructions less than twenty feet above track .. .	■	185

Passenger cars are heated by steam from locomotives; 18 passenger cars are lighted by Pintech gas, others by lamps, burning 800° test oil, and ventilated by clear story and end ventilators.

Adams Express Company and United States Express Company do business over this road.

Pullman's Palace Car Company's sleeping cars, New York, New Haven and Hartford Railroad Company's parlor cars, New York and New England Railroad Company's parlor cars and New York and New England Railroad Company's dining cars run over this road, none of which run in the State of New York.

This company has arrangements with fast freight lines and railroads for through billing and rates, on percentage basis, when such rates pay a prescribed minimum, cars are jointly exchanged. No preference given.

Compensation for carrying the mails is based on a fixed rate per mile regulated by routes and weight of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	67,988	2.08
Grain.....	140,978	4.30
Meats and provisions	87,885	1.16
Live stock.....	7,462	.22
Lumber.....	214,908	6.57
Pig and bar iron and steel.....	60,066	1.84
Iron or other ores	40,110	1.22
Coal and coak	886,240	25.22
Petroleum and other oils	43,705	1.31
Manufactures.....	278,879	8.48
All other merchandise	1,059,414	22.70
All other agricultural products	225,424	6.90
All other articles not included above	280,522	7.97
Total	3,972,110	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	17	1	18
Others, not passengers	1	.....	1
Total	18	1	19

EMPLOYEES.

verage number of persons employed (including officials) during the year..... 4,858
 aggregate amount of salaries and wages paid them during the year..... \$2,800,058 19

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
CHARLES PARSONS.....	President.....	96 Broadway, New York city.
F. H. PRINCE.....	Vice-President.....	Boston, Mass.
CHARLES PARSONS, JR..	Second Vice-President....	96 Broadway, New York city.
JAS. W. PERKINS.....	Secretary ..	180 Summer street, Boston, Mass.
E. V. CARRY.....	Assistant Secretary.....	22 East Forty-second st., New York city
GEO. B. PRIPPEN. .	Treasurer.....	180 Summer street, Boston, Mass.
CHARLES A. PRINCE....	General Counsel.....	180 Summer street, Boston, Mass.
FRANK A. FARNUM.....	Assistant Counsel.....	180 Summer street, Boston, Mass.
W. H. DUDLEY.....	Auditor.....	180 Summer street, Boston, Mass.
J. W. FOSTER.....	Paymaster.....	180 Summer street, Boston, Mass.
C. S. MULLEN.....	General Manager.....	180 Summer street, Boston, Mass.
J. D. BARTON.....	General Superintendent...	180 Summer street, Boston, Mass.
L. B. BIDWELL.....	Chief Engineer.....	180 Summer street, Boston, Mass.
F. E. DEWEY.....	Division Superintendent..	224 Federal st Boston, Mass.
GEO. H. CROSS.....	Superintendent.....	East Hartford, Conn.
W. S. JONES.....	Superintendent.....	Providence, R. I.
P. ST. M. ANDREWS.....	Superintendent.....	Norwich, Conn.
EDWIN PARSONS, 8d	Purchasing Agent.....	180 Summer street, Boston, Mass.
E. M. HUMSTONE.....	General Master Mechanic.	East Hartford, Conn.
G. L. LANG.....	Superintendent Telegraph.	180 Summer street, Boston, Mass.
C. H. GOODRICH.....	Asst. Gen. Freight Agent.	180 Summer street, Boston, Mass.
A. C. KENDALL.....	General Passenger Agent..	180 Summer street, Boston, Mass.
GEO. F. INGALLS.....	General Baggage Agent...	Depot foot Summer st., Boston, Mass.
C. M. BOWMAN.....	Division Freight Agent....	Hartford, Conn.
GEO. A. HARRIS.....	Division Freight Agent....	Norwich, Conn.

Directors of the Company.

Name.	Residence.
CHARLES PARSONS.....	New York city.
CHARLES PARSONS, JR.....	New York city.
THOMAS RUTTER.....	New York city.
ALEX. C. ORR.....	New York city.
C. S. DAY.....	New York city.
WILLIAM LUMMIS.....	New York city.
A. R. FLOWER.....	New York city.
C. B. TIDCASTLE.....	New York city.
EUSTACE C. FITZ.....	Boston, Mass.
F. H. PRINCE.....	Boston, Mass.
CHAS. A. PRINCE.....	Boston, Mass.
JOS. HENSLER, JR.....	Newark, N. J.
JAS. L. HOWARD.....	Hartford, Conn.
GEO. M. LANDERS.....	New Britain, Conn.
DAVID S. PLUNK.....	Waterbury, Conn.
B. F. VAUGHAN.....	Providence, R. I.
ARTHUR BLOOD.....	Manchester, N. H.
ARTHUR SEWALL.....	Bath, Me.

Title of company, New York and New England Railroad Company.

General offices at 180 Summer street, Boston, Mass.

Date of close of fiscal year, December 31

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address W. H. Dudley, Auditor.

NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, August 6, 1872.)

1. The name of the common carrier making this report is the New York, New Haven and Hartford Railroad Company.

2. The date of organization was August 6, 1872.

3. The company was organized under the laws of the States of Connecticut and Massachusetts (Conn. Pub. Acts, 1871, chap. 120; Id. chap. 144; Mass. Laws, 1872, chap. 171; Conn. Spec. Acts, 1872, p. 6; Laws of N. Y. 1874, chap. 222; Spec. Laws of Conn., vol. vii, p. 222; Id. vol. viii, p. 411; Id. vol. ix, pp. 1026, 1028. Id. vol. x, pp. 21, 80, 115, 212, 500, 1118, 1222, 1223, 1249).

4, 5 and 6. The New York and Hartford Railroad Company was formed by a consolidation August 6, 1872, of the Hartford and New Haven Railroad Company with the New York and New Haven Railroad Company. The Hartford and New Haven Railroad Company had prior to the last mentioned date been consolidated with the Hartford and Springfield

corporation in 1847; with the branch company in 1850; with the Middletown Railroad Company in 1850; with the Middletown Extension Railroad Company in 1861; with the New Britain and Middletown Railroad Company in 1868, and with the Windsor Locks and Suffield Railroad Company in 1871 (Priv. Laws of Conn., vol. 1, pp. 1002, 1005; Id. vol. iv, pp. 898, 899, 900, 901, 903, 907; Mass. Spec. Laws, vol. ix, p. 448; Conn. Priv. Acts, 1855, p. 202; Priv. Laws of Conn. vol. v, p. 32; Mass. Spec. Laws, vol. xii, 582; Spec. Laws of Conn. vol. vi, pp. 578, 791; Priv. Laws of Conn. vol. i, p. 1006; Conn. Priv. Acts, 1833, p. —; Priv. Laws of Conn. vol. iv, pp. 916, 917, 918, 919; Conn. Priv. Acts, 1841, p. 82; Priv. Laws of Conn. vol. iv, p. 919; Mass. Spec. Laws, vol. viii, pp. 116, 208, 321, 420, 809; Priv. Laws of Conn. vol. iv, pp. 874, 934, 938; incorporating the Middletown Extension Railroad Company, approved June 4, 1857; Conn. Priv. Acts, 1859, p. 152; Priv. Laws of Conn. vol. iv, pp. 954, 957; Conn. Priv. Acts, 1858, p. 126; Conn. Priv. Acts, 1860, p. 97; Id. 1862, p. 91; Id. 1864, p. 158; Priv. Laws of Conn. vol. v, p. 570; Spec. Laws of Conn. vol. vi, pp. 823, 594; Priv. Laws of Conn. vol. iv, pp. 1020, 1025; Laws of New York, 1846, chap. —; Priv. Laws of Conn. vol. iv, pp. 1025; Laws of New York, 1848, chap. —; Priv. Laws of Conn. vol. iv, pp. 1029, 1031; Conn. Priv. Acts, 1866, p. 194; Spec. Laws of Conn. vol. vi, pp. 88, 137, 226, 319, 716, 677, 834, Conn. Pub. Acts, 1871 chap. 152).

At the time of the consolidation of the Hartford and New Haven Railroad Company with the New York and New Haven Company the former company had a proprietary interest in the company for erecting and supporting a toll bridge from New Haven to East Haven (Priv. Laws of Conn. vol. i, pp. 241, 242, 243; Id. vol. iii, p. 283; Spec. Laws of Conn. vol. vi, p. 182; Id. vol. vii, p. 310; Id. vol. x, p. 79); and the New York and New Haven Railroad Company was the lessee in perpetuity of the railroad of the Shore Line Railway which was a successor in 1864 of the New Haven, New London and Stonington Railroad Company which was formed by a merger in 1856 of the New Haven and New London Railroad Company with the New London and Stonington Railroad Company (Priv. Laws of Conn. vol. iv, pp. 907, 973; U. S. Stats. at Large, vol. ix; Priv. Acts, chap. xlvii, p. 165; Priv. Laws of Conn. vol. iv, pp. 974, 975, 978, 979; Id. vol. v, pp. 47, 205, 227, 243; Conn. Priv. Acts, 1859, p. 151; Priv. Laws of Conn. vol. v, pp. 590, 766; Spec. Laws of Conn. vol. vi, pp. 327, 384; U. S. Stats. at Large, vol. xv, chap. xxxviii, p. 273; Spec. Laws of Conn. vol. vi, pp. 906, 919; Id. vol. viii, p. 364.)

Since the consolidation of the Hartford and New Haven Railroad Company with the New York and New Haven Railroad Company, the consolidated company being the New York, New Haven and Hartford Railroad Company became and is now the lessee—

(1) For ninety-nine years from the 1st day of October, 1873 of the railroad of the Harlem River and Port Chester Railroad Company (Laws of New York, 1866, chap. 763; Id. 1869, chap. 722; Id. 1871, chap. 605; Id. 1873, chap. 48).

(2) For ninety-nine years, from the 30th day of September, 1882, of the railroad of the Boston and New York Air Line Railroad Company, successor in 1875 of the New Haven, Middletown and Willimantic Railroad Company, and lessee in 1878 for 999 years of the railroad of the Colchester Railroad Company (Spec. Laws of Conn. vol. vi, pp. 286, 329, 462; U. S. Stats. at Large, vol. xv, chapter 37, p. 273; Spec. Laws of Conn. vol. vi, pp. 577, 613, 652, 794, 807; Id. vol. vii, pp. 2, 31, 145, 273; Conn. Spec. Acts, 1872, p. 190; Spec. Laws of Conn. vol. vii, pp. 543, 554, 555; Conn. Pub. Acts, 1874, chap. 64, p. 217; Spec. Laws of Conn. vol. vii, p. 787; Conn. Spec. Acts, 1874, p. 371; Spec. Laws of Conn. vol. vii, p. 885; Conn. Spec. Acts, 1875, p. 178; Spec. Laws of Conn. vol. viii, pp. 17, 228; Conn. Spec. Acts, 1879, p. 137; Spec. Laws of Conn. vol. ix, p. 1009; Id. vol. viii, p. 34).

(3) For ninety-nine years, from the 1st day of April, 1837, of the railroad of the New Haven and Northampton Company, successor (1836) of the president, directors and company of the Farmington canal and of the Hampshire and Hampden Canal Company; assignee (1859) of the lessee of the Farmington Valley railroad; consolidated (1862) with the Hampshire and Hampden railroad corporation—a corporation formed by the merger (1853) of the Hampshire Railroad Company with the Northampton and Westfield Railroad Company; and lessee (1870) in perpetuity of the Holyoke and Westfield Railroad. (Conn. Priv. Laws, vol. i, pp. 800, 318, 307, 308; Mass. Spec. Laws, vol. vi, pp. 40, 320, 702, 829; Id. vol. vii, pp. 186, 675, 691; Conn. Priv. Laws, vol. i, p. 308; Id. vol. iii, p. 294; Id. vol. iv, pp. 1380, 1384, 888; Conn. Priv. Acts, 1847, p. 104; Conn. Priv. Laws, vol. iv, pp. 982, 983, 984, 985, 993, 996; Conn. Priv. Acts, 1858, p. 125; Id. 1862, p. 94; Id. 1867, p. 275; Mass. Spec. Laws, vol. ix, pp. 546, 561, 767, 773; Id. vol. x, pp. 552, 742, 922; Id. vol. xi, p. 286; Conn. Priv. Laws, vol. v, p. 460; Mass. Spec. Laws, vol. xi, p. 653; Conn. Priv. Laws, vol. v, p. 724; Mass. Spec. Laws, vol. xii, p. 25; Conn. Spec. Laws, vol. vi, pp. 217, 303; Mass. Spec. Laws, vol. xii, p. 736; Conn. Spec. Laws, vol. vi, p. 733; Mass. Spec. Laws, vol. xii, p. 822; Conn. Priv. Acts, 1870, p. 146, 198; Conn. Spec. Laws, vol. vii, p. 267; Mass. Spec. Laws, vol. xiii, p. 484; Conn. Spec. Laws, vol. vii, p. 871; Conn. Spec. Acts, 1875, p. 130; Conn. Spec. Laws, vol. vii, p. 987; Conn. Spec. Acts, 1876, p. 119; Mass. Spec. Laws, vol. xiv, p. 396; Conn. Spec. Laws, vol. viii, p. 296; Mass. Spec. Laws, vol. xiv, p. 485; Conn. Spec. Laws, vol. viii, pp. 419, 420; Mass. Spec. Laws, vol. xiv, p. 623; Id. vol. xv, pp. 677, 1430; Mass. Spec. Laws, vol. xii, p. 804; Id. vol. xiii, p. 558.)

(4) For ninety-nine years, from the first day of April, 1867, of the railroad of the Stamford and New Canaan Railroad Company, a reorganization, in 1862, of the New Canaan Railroad Company (Spec. Laws of Conn. vol. vi, pp. 22, 10; Conn. Spec. Acts, 1876, p. 66; Spec. Laws of Conn. vol. viii, p. 196; Conn. Spec. Acts, 1880, p. 75; Spec. Laws of Conn. vol. ix, pp. 682, 859; Gen. Stats. of Conn. § 3471; Pub. Acts of Conn. 1889, chap. 92.)

(5) For ninety-nine years from the first day of April, 1867, of the railroad of the Hartford and Connecticut Valley Railroad Company, successor in 1879 of the Connecticut Valley Railroad Company (Spec. Laws of Conn. vol. vi, pp. 398, 548, 613, 652, 658; Conn. Priv. Acts, 1870, p. 196; Spec. Laws of Conn. vol. vii, pp. 63, 373, 555, 684; Conn. Pub. Acts, 1874, chapter 64; Spec. Laws of Conn. vol. vii, pp. 810, 929; Id. vol. viii, pp. 39, 88; Conn. Spec. Acts, 1877, p. 122; Spec. Laws of Conn. vol. viii, p. 223; Conn. Spec. Acts, 1879, p. 5; Spec. Laws of Conn. vol. viii, p. 43; Mass. Spec. Laws, vol. xiv, p. 660; Spec. Laws of Conn. vol. viii, p. 420; Conn. Spec. Acts, 1880, p. 115; Spec. Laws of Conn. vol. ix, p. 203; Mass. Spec. Laws, vol. xv, p. 53; Spec. Laws of Conn. vol. ix, p. 614, 679; Gen. Stats. of Conn. § 3471; Pub. Acts of Conn. 1889, chap. 92.)

(6) For ninety-nine years from the 1st day of April, 1867, of the railroad of the Naugatuck Railroad Company, including its proprietary interest in the Watertown and Waterbury Railroad (Priv. Laws of Conn. vol. iv, pp. 944, 949, 950, 951, 952; Id. vol. v, pp. 75, 753; Spec. Laws of Conn. vol. vi, pp. 8, 9, 23, 298, 709, 874, 647; Id. vol. x, p. 1118).

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares	Total par value.	
Authorized by law or charter.....	505,000	\$50,500,000	.....
Issued for stock of the New York, New Haven and Hartford and New Haven railroad.....	155,000	\$15,500,000	.....
Issued for cash October 1, 1889.....	31,000	3,100,000	.....
Issued for capital stock of Stamford and New Canaan railroad	1,000	100,000	.....
Issued for cash October 1, 1891.....	46,750	4,675,000	.....
Total now outstanding.....	283,750	\$23,375,000	\$23,375,000

Number of stockholders..... 3,829

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	June, 1888	20	p.c. 4	June and Dec.	\$5,000,000	\$2,000,000	\$2,047,971 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$884,047 97	.....
Bridges	890,499 06	.....
Superstructure (including ties).....	78,770 88	.....
Rails	78,076 18	.....
Land.	591,890 04	.....
Fences	5,429 07	.....
Passenger and freight stations.....	91,327 46	.....
Engineering expenses.....	2,067 80	.....
Miscellaneous	49,811 72	.....
Cost of road up to June 30, 1891 as reported .....	.....	\$21,652,080 38
Total cost of road	\$2,166,979 63	\$23,798,950 01

EQUIPMENT.

Locomotives	\$18,132 60	.....
Cost of equipment up to June 30, 1891, as reported.....	.....	\$3,879,484 01
Total cost of equipment.....	\$18,132 60	\$3,897,617 3
Grand total cost of road and equipment	\$2,185,052 23	\$27,695,567 3

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cost of four tracks, including grading, ballasting, real estate, stations and change of grade crossings.....	\$915,998 55
Cost of separation of grade crossings, other than in connection with four tracking, Real estate	164,655 92
Cost of second track, Shore Line division.....	337,872 62
Passenger station at Harlem river	550,186 79
Improvements at Woodlawn Junction	77,873 95
New building at New Britain	70,614 63
Connection with elevated railroad, Harlem river.	49,811 72
Two double-end passenger locomotives.....	405 45
	18,182 60
	<u>\$2,185,052 23</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$11,913,701 08
Less operating expenses (excluding all taxes).....	8,273,010 69
Net earnings from operation.....	<u>\$3,640,690 39</u>

Income from other sources as follows, viz.:

Rents	\$124,093 43	
Interest and dividend received, less interest on notes paid.....	65,144 53	
		<u>189,237 96</u>
Gross income from all sources		<u>\$3,829,928 35</u>

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$80,000 00	
Rentals	981,684 54	
Taxes on property used in operation of road.....	93,877 80	
Taxes on earnings and capital stock	507,886 19	
Taxes other than above	5,196 98	
		<u>1,667,647 46</u>
Net income from all sources		<u>\$2,160,280 89</u>

Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on \$18,700,000 common stock; dividend declared, 5 per cent on \$23,375,000 common stock	2,108,760 00
Surplus for year ending June 30, 1892	<u>\$58,530 89</u>

General Income Account.

Surplus for year ending June 30, 1892	\$58,530 89
Surplus up to June 30, 1891	8,860,483 73
	<u>\$8,919,014 62</u>
Add difference between sale price of stocks owned and book (cost) value	\$32,943 78
Excess of receipts over expenses, Union Wharf Company.....	6,268 14
Dividends received on asset written off as worthless in a previous year	109 58
Amount received from peculating agent.....	499 45
	<u>89,819 95</u>
	<u>\$4,008,834 57</u>
Deduct worthless accounts written off.....	1,118 58
Total surplus June 30, 1892	<u>\$4,007,715 99</u>

DETAILED STATEMENT OF RENTALS.

Harlem River and Port Chester.....	\$170,000 00
Naugatuck	206,000 00
Boston and New York Air Line.....	146,690 00
Shore Line.....	100,000 00
New Haven and Northampton	326,946 54
Hartford and Connecticut Valley.....	33,048 00
Total amount of rentals deducted from income.....	<u>\$981,684 54</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$3,100,184 19		
Freight, local.....	1,791,763 04		
		\$4,900,936 23	\$4,900,936 23
Passengers, through.....	\$1,808,486 78		
Passengers, local.....	4,161,364 10		
	\$5,969,750 81		6,088,750 81
Mail.....	243,730 88		243,730 88
Express	340,979 48		340,979 48
<i>Miscellaneous, as follows, viz.:</i>			
Parlor and sleeping cars.....	\$227,939 11		
Excess baggage	43,616 18		
Passenger car mileage.....	12,846 58		
Miscellaneous passenger	11,816 90		
	294,618 72		294,618 72
Hoisting	\$66,870 64		
Wharfage	12,825 98		
Miscellaneous freight.....	29,768 32		
		109,464 94	109,464 94
Total gross earnings.....	\$6,908,279 92	\$5,010,431 16	\$11,918,701 08

OPERATING EXPENSES.

<i>Maintenance of way and structures.</i>			
Repairs of track	\$73,646 72	\$42,097 56	\$115,743 28
Steel rails laid 4,618.73 tons, cost \$104,930.07.			
Repairs of roadbed	479,805 91	318,871 26	797,176 17
Repairs of bridges (including culverts and cattle guards)	112,033 38	75,298 80	187,332 18
Repairs of stations, shops, docks, etc.....	198,284 63	179,012 27	377,296 90
Repairs of fences.....	28,074 22	18,716 14	46,790 36
Other expenses for maintenance of way and structures	87,449 73	77,900 82	165,440 55
Total	\$978,895 14	\$718,976 94	\$1,697,672 08
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$376,116 49	\$180,334 04	\$556,450 53
Repairs of cars.....	359,049 84	227,709 70	586,759 54
Repairs of machinery and tools.....	23,284 46	29,737 74	53,022 20
Other expenses for maintenance of equipment	419 59	58,837 29	59,256 88
Total	\$758,870 38	\$496,698 77	\$1,255,569 15
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$391,164 94	\$158,968 39	\$550,133 33
Wages of engineers and firemen.....	309,286 17	208,996 17	518,282 34
Fuel for locomotives	405,630 84	321,706 51	727,336 35
Oil and waste.....	43,345 30	26,255 24	69,600 54
Water supply	4,508 60	16,339 05	20,847 65
Other train supplies or expenses	186,086 60	7,517 48	193,604 08
Wages of station agents and clerks	111,478 22	349,419 37	460,897 59
Wages for labor at stations.....	399,570 00	440,650 08	840,220 08
Station supplies	67,865 77	43,728 21	111,593 98
Wages of watchmen, flagmen and switchmen..	124,722 33	183,763 69	308,486 01
Other expenses for conducting transportation.	404 71	262,271 98	262,676 64
Total	\$2,072,008 47	\$2,266,300 06	\$4,338,308 53
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$107,672 17	\$78,360 44	\$186,032 61
General office expenses and supplies	5,048 00	3,365 23	8,413 23
Stationery and printing	42,660 87	29,903 26	72,564 13
Outside agencies and advertising	15,828 16		15,828 16
Rents	195,649 86	29,046 22	224,696 08
Legal expenses.....	86,992 08	17,808 44	104,800 52
Loss and damage of freight and baggage.....	963 07	3,104 54	4,067 61
Damage to cattle and property	3,821 97	8,127 54	11,949 51
Injuries to persons	47,196 84	33,216 46	80,413 30
Telegraph maintenance and operation.....	19,698 33	20,444 68	40,143 01
Mileage of cars of other companies (debit balance).....		184,979 74	184,979 74
Other general expenses.....	1,163 75	4,012 69	5,176 44
Total	\$479,086 60	\$400,379 23	\$879,465 83
Grand total operating expenses.....	\$4,288,655 59	\$3,064,855 19	\$7,353,510 78

NEW YORK, NEW HAVEN AND HARTFORD.

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General Balance Sheet June 30, 1898.

ASSETS.

Cost of road		\$25,798,950 01
Cost of equipment		8,897,617 99
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies	\$1,438,554 11	
Bonds of other companies	586,408 77	
		1,974,963 88
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$199,864 91	
Bills receivable	800 00	
Due by agents	128,617 09	
Open accounts	378,591 98	
Materials and supplies	629,306 98	
		1,336,740 96
		<u>\$31,000,265 10</u>

LIABILITIES.

Capital stock		\$25,875,000 00
Funded debt		2,000,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$6,606 67	
Dividends unpaid	3,747 00	
Audited vouchers and pay-rolls	764,998 86	
Open accounts	97,018 86	
Loans and bills payable	500,000 00	
Rentals due July 1	45,500 00	
Accrued rentals not yet due	198,101 19	
Credit balance	7,217 08	
		1,617,849 11
Profit and loss (surplus)		4,007,715 99
		<u>\$31,000,265 10</u>

Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried	1,700,290	19,898,615	14,868,905
Number of passengers carried one mile	99,989,538	961,280,178	884,142,716
Number of tons of freight carried	2,498,614	1,686,663	4,180,477
Number of tons of freight carried one mile	214,136,877	66,850,802	280,475,679
Passenger train mileage			4,067,412
Freight train mileage			2,639,838
All other train mileage			1,558,503
Total train mileage			<u>8,175,797</u>

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$6,908,279 93	\$4,296,655 59	\$2,614,624 33
Average per passenger carried	470	298	172
Average per passenger per mile	0194	0191	0078
Average per passenger train per mile	1 039	1 049	64
Freight earnings and expenses (including miscellaneous earnings)	8,010,491 16	3,984,355 10	1,026,056 06
Average per ton of freight carried	1 218	967	249
Average per ton of freight per mile	0178	0142	0036
Average per freight train per mile	1 980	1 575	405

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.00	Cents. 1.59	Cents. 1.7
Average rate received per mile per ton for carrying freight, all classes	1.43	2.70	1.75

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Woodlawn Junction, N. Y., to Springfield, Mass., single track....	14.04	122.44	.....	.....	14.04	122.44
Branches or other roads, laid single track .....	.....	19.04	11.50	305.60	11.50	305.64
Total single track	14.04	141.48	11.50	305.60	25.54	508.08
Second track on main line	14.04	122.44	.....	.....	14.04	122.44
Second track branches or other roads .....	.....	1.00	11.50	54.68	11.50	55.68
Total second track	14.04	123.44	11.50	54.68	25.54	178.27
Third track on main line	9.87	21.43	.....	.....	9.87	21.43
Fourth track on main line	9.87	21.43	.....	.....	9.87	21.43
Total third and fourth tracks	19.74	42.86	.....	.....	19.74	42.86
Sidings and turnouts on main line	5.71	101.43	.....	.....	5.71	101.43
Sidings and turnouts on branches or other roads .....	.....	14.08	25.11	180.02	25.11	144.05
Total sidings and turnouts	5.71	115.45	25.11	180.02	31.82	245.47
Grand total of tracks, sidings and turnouts...	53.53	423.33	49.11	531.45	102.64	974.78
Laid with steel rail, main line	47.82	227.84	.....	.....	47.82	227.84
Laid with steel rail, branches or other roads...	.....	20.04	23.00	431.09	23.00	441.13
Laid with iron rail, branches or other roads...	.....	.....	.....	.34	.....	.34

Average life of rails—steel, 12 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 78½ lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 50 lbs., gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From,	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
New Britain branch.	Berlin, Ct.	New Britain, Ct.	.....	8.18	Owned.	.....	8.18	.....
Middletown branch.	Berlin, Ct.	Middletown, Ct.	.....	9.70	Owned.	.....	9.70	.....
Hartford freight branch	Hartford, Ct.	Hartford, Ct. ....	.....	.34	Owned.	.....	.34	.....
Suffield branch	Windsor Locks, Ct.	Suffield, Ct. ....	.....	4.32	Owned.	.....	4.32	.....
Belle Dock branch ..	New Haven, Ct.	New Haven, Ct. ....	.....	1.00	Owned.	.....	1.00	.....
Shore Line Railway ..	New Haven, Ct.	New London, Ct. ....	.....	48.58	Leased.	51.98	52.45	.....
Boston & New York Air Line Railroad ..	New Haven, Ct.	Willimantic, Ct. ....	.....	51.50	Leased.	.....	51.50	.....
Hartford and Connecticut Val. R.R.	Hartford, Ct.	Fenwick, Ct. ....	.....	45.20	Leased.	.....	45.98	.24
Naugatuck R. R.	Naugatuck Jc., Ct.	Winsted, Ct. ....	.....	56.55	Leased.	5.40	61.95	.....
New Haven and Northampton Co. .	New Haven, Ct.	Conway Junc., Mass. ....	.....	94.64	Leased.	.....	94.64	.....
New Hartf'd branch.	Farmington, Ct.	New Hartf'd, Ct. ....	.....	14.09	Leased.	.....	14.39	.....
Williamsburg br'ch ..	Northampton, Mass.	Williamsburg, Mass. ....	.....	7.51	Leased.	.....	7.51	.....
Turners Falls branch.	South Deerfield, Mass.	Turner's Falls, Mass. ....	.....	10.07	Leased.	.....	10.07	.....
Holyoke & Westfield Railroad	Holyoke, Mass.	Westfield, Mass. ....	.....	10.32	Leased.	.....	10.32	.....
Harlem River and Port Chester R. R. .	Harlem River, N. Y. city	New Rochelle, N. Y.	11.50	11.50	Leased.	11.50	27.00	.....
Stamford and New Canaan R. R.	Stamford, Ct.	New Canaan, Ct. ....	.....	7.86	Leased.	.....	7.86	.....
Colchester Railway ..	Turnersville, Ct.	Colchester, Ct. ....	.....	.....	Leased.	.....	4.56	.....
Watertown and Waterbury R. R. .	Watertown, Ct.	Waterbury, Ct. ....	.....	4.44	Leased.	.....	4.44	.....
Total .....	.....	.....	11.50	385.64	.....	55.88	441.13	.34

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet. In.		Feet. In.
Iron bridges	20	1,571 4	265	24,494 9
Wooden bridges	11	580	95	5,040 10
Wooden trestles	7	9,928	64	25,133
Total	38	10,928 4	425	32,668 7

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	35	6	41	\$10,000	112,900	20	30	.....
Locomotives, 4 drivers.....	147	51	198	9,500	112,500	20	197	69
Total ..	182	57	239	.....	.....	.....	227	69
First-class passenger cars...	453	61	514	\$5,500	58,000	.....	514	504
Baggage, mail and express cars	103	23	125	2,000	50,000	.....	125	125
Total ..	556	104	660	.....	.....	.....	639	629
Box freight cars.....	1,418	513	1,930	\$460	31,000	.....	128	223
Stock freight cars.....	3	1	4	450	22,000	.....	.....	.....
Coal freight cars.....	661	643	1,304	865	25,000	.....	.....	144
Flat freight cars.....	674	105	779	350	30,000	.....	.....	113
Caboose, 4-wheel cars	43	8	51	475	18,000	.....	.....	.....
Caboose, 8-wheel cars.....	25	7	32	650	22,000	.....	.....	.....
Service cars.....	221	181	402	.....	25,000	.....	54	34
Total.....	3,145	1,407	4,552	.....	.....	.....	162	324

Passenger cars are equipped with Westinghouse or Eames vacuum brake and Miller or Janney automatic coupler. Freight cars with Miller hook, Janney or Union coupler and Whittemore and ordinary draw-bars.

Split switches generally in use on road.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles.....	.57	42.57
Roads crossing road at grade	1	18
Roads crossing road over or under grade	1	18
Way crossings at grade without protection	7	417
Way crossings at grade protected by gates or flagmen.....	6	64
Way crossings at grade, electric bells .....	.....	18
Way crossings over or under grade.....	43	207
Obstructions less than 20 feet above track	24	209

In addition to the above the company owns three tenths of twenty-two drawing room and sleeping cars in the Wagner Shore Line, one hundred and twenty-four two hundred and one-seconds of eleven baggage, nine smoking, two postal and nineteen passenger cars in Boston and New York Shore Line Express Line, and one hundred and eighty-eight two hundred and thirty-seconds of four passenger cars in the Colonial Express.

Passenger cars are heated by hot water which in turn is heated by steam applied outside of the car; lighted by oil lamps and gas and ventilated with hinged and pivoted dome sash and ventilators in dome.

The Adams Express Company runs over this line; the compensation paid by the express company is based on the space in the cars occupied by its express matter and varies from time to time as it occupies more or less space.

Sleeping and parlor cars are run over this line, some owned by this company, some by the Monarch Sleeping Car Company, some by the Boston and Albany Railroad Company, some by the New York and New England Railroad Company, some by the Housatonic Railroad Company and some by this company jointly with the Wagner Palace Car Company, the New York Providence and Boston Railroad Company and the Old Colony Railroad Company. The haulage of Monarch cars is compensated for by the haulage of this company's cars. Car service and other expenses are divided between this company and the Boston and Albany and New York and New England Railroad Companies on the mileage basis and the receipts and expenses of the Wagner Shore Line cars, are divided in proportion to each company's interest in the cars. When sleeping or parlor cars are owned by other companies they take the receipts. When by this and other companies the receipts are divided in proportion to each company's interest.

The Star Union Line freight cars and cars of the Red Line, White Line, Blue Line and of other transportation companies run over this road, and for the use of their cars this company pays mileage; the company charges for all repairs made on their cars. These transportation companies use cars furnished by themselves; neither their cars nor freight is given any preference in speed or order of transportation.

This company has no formal contract with the United States Government for transportation of mails, but takes the compensation allowed by law for their transportation.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	53,744	1.3
Grain	86,124	2.1
Meats and provisions	173,085	4.2
Live stock	82,514	1.
Lumber	304,968	7.4
Pig and bar iron and steel	56,007	1.4
Iron or other ores	179	.0
Coal and Coke	755,408	18.6
Petroleum and other oils	42,116	1.0
Manufactures	15,849	.3
All other merchandise	1,841,024	44.7
All other agricultural products	188,951	4.5
All other articles not included above	556,078	13.5
Total	4,120,477	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	10	2	12
Employees	132	25	157
Others	50	66	116
Total	192	116	308

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 7,886
 Aggregate amount of salaries and wages paid them during the year \$5,604,744 22

Officers of the Company.

Name.	Title.	Official Address.
CHARLES P. CLARK	President	New Haven, Conn.
LOUIS TUTTLE	Vice-President and General Manager ..	New Haven, Conn.
WM. D. BISHOP, Jr.	Secretary	Bridgeport, Conn.
W. L. SQUIRE	Treasurer	New Haven, Conn.
H. M. KOCHERSPERGER ..	Comptroller	New Haven, Conn.
C. H. PLATT	General Superintendent	New Haven, Conn.
C. T. HEMPSTAD	General Passenger Agent	New Haven, Conn.
N. A. WILLOX	General Freight Agent	New Haven, Conn.

Directors of the Company.	
Name.	Residence.
E. H. TROWBRIDGE.....	New Haven, Conn.
WM. D. BISHOP	Bridgeport, Conn.
NATHANIEL WHEELER	Bridgeport, Conn.
HENRY C. ROBINSON	Hartford, Conn.
CHARLES P. CLARK.....	New Haven, Conn.
JOSEPH PARK.....	New York city.
CHAUNCEY M. DEPEW	New York city.
HENRY S LEE.....	Springfield, Mass.
WILLIAM ROCKEFELLER	New York city.
LEVERETT BRAINARD.....	Hartford, Conn.
J. PIERPONT MORGAN.....	New York city.
LUCIUS TUTTLE.....	New Haven, Conn.
GEORGE MACCULLOCH MILLER.....	New York city.

Title of company, New York, New Haven and Hartford Railroad Company.
General offices at New Haven, Conn.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, October 20.
For information concerning this report, address H. M. Kochersperger, Comptroller.

NEW YORK AND NORTHERN.

(Date of charter, October 10, 1887.)

This company is a reorganization of the New York City and Northern Railroad Company, formed under a plan and agreement, bearing date May 6, 1887, in conformity with the provisions of chapter 430 of the Laws of 1874, and chapter 446 of the Laws of 1878, of the State of New York.
A certificate of incorporation was filed October 10, 1887. The company holds the property of the Yonkers Rapid Transit Railway Company, New York division, and the Yonkers Rapid Transit Railway Company, under lease dated October 12, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	80,000	\$3,000,000	60,000	\$6,000,000

Grand total of common and preferred stock now outstanding \$9,000,000
Number of stockholders 275

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
1st mortgage	Oct. 1, 1887	40	p.c. 5	April & Oct.	\$1,200,000	\$1,200,000
2nd mortgage	Oct. 1, 1887	40	4	June & Dec.	8,200,000	8,200,000
Total					\$4,400,000	\$4,400,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Bridges		\$60,689 21	.....
Superstructure (including ties)		15,682 75	.....
Rails		7,354 92	.....
Fences		1,638 67	.....
Passenger and freight stations		8,724 55	.....
Shops, machinery and tools		265 18	.....
Engineering expenses		1,784 95	.....
Wharfing		8,942 85	.....
Total cost of road		\$99,352 58	.....
EQUIPMENT.			
Locomotives		\$49,171 14	.....
Passenger cars		64,642 17	.....
Freight and other cars		600 00	.....
Barges, floats and tugs		22,050 77	.....
Total cost of equipment		\$136,464 08	.....
Cost of reorganized road and equipment as reported June 30, 1891			\$13,506,517 65
Grand total cost of road and equipment		\$235,796 66	\$13,508,314 30

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Reconstruction of bridges, including abutments	\$60,689 21
New dings, retaining walls and ballasting ..	15,682 75
New steel rails (less value of old)	7,354 92
New fences ..	1,638 67
New passenger and freight stations	8,724 55
New machinery	265 18
Engineering expenses (new surveys)	1,784 95
Additions to Pier 40, East river, New York city	8,942 85
New locomotives	49,171 14
New parlor cars, passenger coaches ..	64,642 17
New caboose car	600 00
New tug boat on account	\$9,575 00
New float ..	12,475 77
	22,050 77
	\$235,796 66

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$521,216 60
Less operating expenses (excluding all taxes)	431,504 95
Net earnings from operation	\$89,691 65
Income from other sources, as follows, viz.:	
Interest on deposits	444 24
Steam tug Dorothy	5,598 69
Gross income from all sources	\$95,684 58

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$184,666 65
Rentals	6,000 00
Taxes ..	20,054 40
Interest on current liabilities	3,118 75
On account of reconstruction of Croton lake bridge and approaches ..	21,534 65
	185,374 45
Deficit for year ending June 30, 1892	\$89,509 13

General Income Account.

Deficit for year ending June 30, 1892	\$89,509 13
Deficit up to June 30, 1891	4,461 13
Total deficit June 30, 1892	\$93,970 26

DETAILED STATEMENT OF RENTALS.

Manhattan railway connection at One Hundred and Fifty-fifth street and Eighth avenue, New York city	\$6,000 00
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NEW YORK AND NORTHERN.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$45,867 80		
Freight, local.....	178,867 72		
		\$224,255 52	\$224,255 52
Passengers, through.....	\$5,809 68		
Passengers, local.....	275,694 92		
	\$281,504 60		281,504 60
Mall.....	3,538 28		3,538 28
Express.....	4,999 19		4,999 19
<i>Miscellaneous as follows, viz.:</i>			
Telegraph.....	1,345 73		1,345 73
Rents and privileges.....	4,573 41		4,573 41
Total gross earnings.....	\$326,961 28	\$224,255 52	\$551,216 80

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$35,181 48	\$10,682 42	\$45,863 90
Steel rails laid.....	88 47	38 76	127 23
Repairs of roadbed.....	258 26	92 60	350 86
Repairs of bridges (including culverts and cattle guards).....	6,068 19	3,608 17	9,676 36
Repairs of stations, shops, docks, etc.....	3,765 06	4,082 86	7,847 92
Repairs of fences.....	222 52	79 46	301 98
Other expenses for maintenance of way and structures.....	1,370 28	919 92	2,290 20
Total.....	\$46,954 18	\$18,749 80	\$65,703 98

Maintenance of equipment:

Repairs of locomotives.....	\$12,212 59	\$4,818 34	\$17,030 93
Repairs of cars.....	12,804 85	18,772 02	31,576 87
Repairs of machinery and tools.....	486 53	312 04	798 57
Other expenses for maintenance of equipment.....	5 70	918 87	924 57
Total.....	\$25,509 67	\$13,811 27	\$39,320 94

Conducting transportation:

Wages of conductors and men.....	\$26,007 87	\$15,214 60	\$41,222 47
Wages of engineers and firemen.....	27,444 67	10,524 78	37,969 45
Fuel for locomotives.....	45,595 35	23,610 45	69,205 80
Oil and waste.....	1,333 96	590 51	1,924 47
Water supply.....	1,094 20	57 60	1,151 80
Other train supplies or expenses.....	1,147 33	961 70	2,109 03
Wages of station agents and clerks.....	20,195 06	7,841 06	28,036 12
Wages for labor at stations.....	7,068 75	10,008 82	17,077 57
Floats expenses of, including wages, fuel supplies, etc.....		11,972 45	11,972 45
Station supplies.....	3,640 01	792 52	4,432 53
Wages of watchmen, flagmen and switchmen.....	13,639 78	2,896 77	16,536 55
Rent of buildings, tracks, yards and terminals.....	4,618 58	19,864 05	24,482 63
Other expenses for conducting transportation.....	4,779 47	776 36	5,555 83
Total.....	\$160,614 35	\$105,226 14	\$265,840 49

General expenses:

Salaries of general officers and clerks.....	\$17,333 80	\$3,104 36	\$20,438 16
General office expenses and supplies.....	2,046 03	252 10	2,298 13
Stationery and printing.....	2,468 13	843 06	3,311 19
Outside agencies and advertising.....	4,145 78	5,820 63	9,966 41
Legal expenses.....	4,156 42	2,364 59	6,521 01
Loss and damage of freight and baggage.....	31 00	330 20	361 20
Damage to cattle and property.....	271 23	366 63	637 86
Injuries to persons.....	686 00	305 00	991 00
Telegraph maintenance and operation.....	3,460 35	356 50	3,816 85
Fileage of cars of other companies (debit balance).....		2,560 92	2,560 92
Other general expenses.....	2,575 01	1,582 29	4,157 30
Total.....	\$37,174 88	\$17,437 20	\$54,612 08
Grand total operating expenses.....	\$270,344 98	\$161,340 90	\$431,685 88

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road and equipment.....		\$13,302,314 26
Other permanent investments, as follows, viz.:		
Real estate mortgages.....		10,800 00
Current assets, as follows, viz.:		
Cash on hand.....	\$4,080 00	
Due by agents.....	12,234 00	
Open accounts.....	41,616 05	
Materials and supplies.....	25,084 58	
		96,805 17
Profit and loss (deficiency).....		98,971 49
		<u>\$18,708,590 95</u>
LIABILITIES.		
Capital stock.....		\$6,000,000 00
Funded debt.....		4,400,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued.....	\$89,916 06	
Audited vouchers and pay-rolls.....	41,525 64	
Open accounts.....	254 90	
Loans and bills payable.....	171,763 75	
		305,500 95
		<u>\$18,708,590 95</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	10,707	1,893,832	1,893,329
Number of passengers carried one mile.....	246,784	14,424,195	14,680,979
Number of tons of freight carried.....			218,510
Number of tons of freight carried one mile.....			8,235,182
Passenger train mileage.....			440,476
Freight train mileage.....			126,408
All other train mileage.....			10,734
Total train mileage.....			<u>577,618</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$396,961 28	\$370,344 98	\$26,616 30
Average per passenger carried.....	1528	1428	014
Average per passenger per mile.....	0202	0173	0027
Average per passenger train per mile.....	0743	0187	0605
Freight earnings and expenses (including miscellaneous earnings).....	\$24,265 58	161,942 90	63,005 02
Average per ton of freight carried.....	1 0803	7879	3584
Average per ton of freight per mile.....	0271	0195	0076
Average per freight train per mile.....	1 77	1 27	50

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2 38	Cents. 1 92	Cents. 1.1
Average rate received per mile per ton for carrying freight, all classes.....	2 87	2.66	2.7

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid from 155th street, N. Y. city, to Brewsters, single track..	54 06	..	54.06
Total of branches or other roads laid, single track	3 10	4 06	7.16
Total single track.....	57 16	4 06	61.21
Second track on main line	5 30	..	5.30
Second track on branches or other roads	3 10	..	3.10
Total second track	8 40	..	8.40
Sidings and turnouts on main line	15 82	..	15.82
Sidings and turnouts on branches or other roads.....	20	.15	.25
Total sidings and turnouts.....	15 52	15	15.67
Grand total of tracks, sidings and turnouts	80 98	4.20	85.18
Laid with steel rail, main line..	54 06	..	54.06
Laid with steel rail, branches or other roads	3 10	4 06	7.16

Average life of rails -- steel, 15 years; iron, 5 years; average life of ties, 7 years; weight of rails per yard -- steel, maximum, 76 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8 $\frac{1}{2}$ inches; ballasted with gravel, stone and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Yonkers Branch.....	Van Cortland Junction ...	Yonkers.....	3.10	Owned	3.10	3.10
Mahopac Falls Railroad.....	Baldwin place	Mahopac mines.	4.06	Leased	.....	4.06

* BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges (including iron viaduct).....	37	Feet. 4,438
Wooden bridges (3 trusses and 12 pile bridges).....	14	2,606
Wooden trestles	3	3,946
Total	54	10,975

* Every opening over ten feet is included.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	4	\$9,500	158,000	15	4	.....
Locomotives, 4 drivers	17	8,000	111,500	25	16	.....
Total	21	.....	.....	.....	20	.....
First-class passenger cars	54	\$4,000	40,000	15	54	27
Baggage, mail and express cars	1	3,000	30,000	15	1	1
Total	55	.....	.....	.....	55	28
Box freight cars	86	.....	18,500	10	.....	.....
Stock freight cars	2	.....	17,500	.....	.....	.....
Coal freight cars	139	.....	17,500	.....	.....	.....
Flat freight cars	87	.....	17,000	.....	.....	.....
Caboose, 4-wheel cars	8	.....	10,000	.....	.....	.....
Caboose, 6-wheel cars	1	.....	17,500	.....	.....	.....
Service cars	1	.....	18,500	.....	.....	.....
Total	280	.....	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse air and Eames' vacuum brake and Miller coupler. No automatic brake or coupler on freight cars.

Lorenz safety switches are used at all points but seven, of which five are ordinary point switches and two are Wharton safety switches. No stub switches at any point, main track.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Railroads crossing road over or under grade	3
Highway crossings at grade without protection.	58
Highway crossings at grade protected by gates or flagmen	12
Highway crossings over or under grade	24
Overhead obstructions less than 20 feet above track	8

Passenger cars are heated by Gold's steam heater, lighted by oil lamps and ventilated in roofs of cars.

American Express Company runs over this road; pays one-third of gross earnings; guarantees \$4,000 per annum.

Parlor cars owned by company run over road at an additional charge of about three-fourths per cent per mile.

Contracts with United States government for transportation of mails on main line at \$3,302.50 per annum, from July 1, 1899, to June 30, 1903, and on the Mahopac branch \$169.71 per annum, from July 15, 1890, to June 30, 1893.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage	Per cent.
Flour	620	3
Grain	35,274	11.6
Meats and provisions	682	3
Milk	19,584	6.2
Live stock	122	.....
Lumber	4,252	1.9
Pig and bar iron and steel	499	.2
Iron or other ores	80,652	35.9
Coal and coke	17,515	8.
Petroleum and other oils	1,058	.5
Manufactures	15,475	7.1
All other merchandise	5,971	2.7
All other agricultural products	4,704	1.9
All other articles not included above ..	42,796	19.6
Total	218,570	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees	5	1	6
Others	8	4	12
Total	14	5	19

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 379
 Aggregate amount of salaries and wages paid them during the year..... \$244,108 71

Officers of the Company.

Name.	Title.	Official Address
R. S. HAYES	President	82 Nassau street, N. Y. city.
H. F. DIMOCK	Vice-President	Pier 11, North river, N. Y. city.
G. G. HAVEN, Jr.	Secretary and Treasurer	82 Nassau street, N. Y. city.
WM. D. BASLEY	Auditor	Yonkers, N. Y.
H. H. VREELAND	General Superintendent	High Bridge, N. Y. city
L. M. ALLEN	Gen. Freight and Pass. Agent	High Bridge, N. Y. city
SHERMAN EVARTS	Attorney	52 Wall street, N. Y. city.

Directors of the Company.

Name.	Residence.
C. T. BARNEY	7 Wall street, N. Y. city
J. J. BELDEN	Syracuse, N. Y.
A. M. BULLINGS	Chicago, Ill.
GEORGE COPPELL	84 Exchange place, N. Y. city
THOMAS DENNEY	62 Cedar street, N. Y. city
H. T. DIMOCK	Pier 11, North river, N. Y. city.
R. M. GALLOWAY	40 Wall street, N. Y. city.
G. G. HAVEN	82 Nassau street, N. Y. city
R. S. HAYES	82 Nassau street, N. Y. city.
WM. MARTENS	50 Wall street, N. Y. city
O. H. PAYNE	15 Broad street, N. Y. city.
GEO. W. SMITH	120 Broadway N. Y. city.
WM. C. WHITNEY	15 Broad street, N. Y. city.

Title of company, The New York and Northern Railway Company.

General offices at 82 Nassau street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting in November.

For information concerning this report address, W. D. Basley, Auditor, Yonkers, N. Y.

NEW YORK, ONTARIO AND WESTERN.

(Date of charter, January 21, 1890.)

The New York, Ontario and Western Railway Company was formed January 21, 1890, upon reorganization of the New York and Oswego Midland Railroad, under chapter 439 of the Laws of 1874, of the State of New York, as amended by chapter 446 of the Laws of 1876, of said State.

The entire capital stock was issued pursuant to the plan of reorganization in payment of property and claims thereon, some of the persons who received new stock in exchange of securities of the old corporation paying an assessment thereon. The New York and Oswego Midland Railroad Company was organized under the General Railroad Law of the State of New York.

The New York, Ontario and Western Railway Company has trackage rights over the West Shore Railroad between Cornwall and Weehawken, a distance of 58.07 miles, subject only to payment of fixed tolls on its trains and actual cost of ferriage and terminal expenses on its passenger and freight business to New York city and points on the North and East rivers.

On June 1, 1893, it leased for a period of thirty-five years the Utica, Clinton and Rappahanton and Rome and Clin on Railroads at a minimum rental of \$75,000 per annum.

On May 10, 1893, it leased the Ontario, Carbondale and Scranton Railway from Junction, N. Y., to Scranton, Pa., 54.05 miles, for a period of ninety-nine years, from June 1, 1893, lessee assuming payment of all taxes and interest on bonds; also agreeing to pay five per cent of gross earnings to the lessor company and \$3,000 per annum for maintenance of organization of lessor company. Operation of this leased line began July 1, 1893.

On August 4, 1893, it leased for ninety-nine years, from October 1, 1893, the Warton Valley Railway, an extension of its new Berlin branch, New Berlin to Edmeston, 6.4 miles, agreeing to pay as rental annually a sum equal to annual interest on the bonds outstanding of the lessor company, not exceeding, however, \$75,000; also paying \$500 per annum for maintenance of organization of lessor company; also paying principal of said bonds at maturity, also guaranteeing payment of principal and interest of said bonds by writing endorsed thereon.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		PREFERRED.	
	Number of shares.	Total Par value.	Number of shares.	Total Par value.
Authorized by law or charter	880,000	\$88,000,000 00	20,000	\$20,000,000
Issued for property under the reorganization plan.....	581,139.82	\$58,113,989 84	20,000	\$20,000,000
Cancelled by issue of first mortgage six per cent bonds in exchange.....			19,940	1,994,000
Total now outstanding	581,139.82	\$58,113,989 84		6,000
Grand total of common and preferred stock now outstanding.....				\$58,119,989 84
Number of stockholders				2,126

FUNDED DEBT.

Designation of Lien.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Sept. 1, 1884	20	p. a. 6	Mar. 1, Sept. 1	\$4,000,000	\$3,984,000	\$3,997,208 20
Consolidated first mortgage	June 1, 1889	50	5	June 1, Dec. 1	10,000,000	5,600,000	4,876,500 00
*Refunding mortg's	June 1, 1892	100	4	Mar. 1, Sept. 1	20,000,000	3,550,000	2,937,686 06
						\$1,343,400	11,841,406 26
Deduct deposit with the Mercantile Trust Company (trustee under 6 per cent mortgage) of like amount 6 per cent bonds called for redemption Sept. 1, 1892..						2,800,000	3,090,000 00
Total					\$34,000,000	\$10,834,000	\$21,761,406 26

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$20,813 26	
Bridges	26,304 09	
Superstructure (including ties)	17,074 61	
Rolls	10,509 74	
Land and land damages	2,607 98	
Fences	1,831 58	
Passenger and freight stations	7,716 59	
Shops, machinery and tools	4,678 78	
Fuel and water stations	3,629 42	
Interest and discount charged to construction	848,112 49	
Coal terminals and transfers	90,801 41	
Zigzag tunnel	29,193 87	
Creameries	13,865 61	
Total cost of road to June 30, 1891		\$22,265,079 37
Total cost of road	\$1,077,560 63	\$23,342,639 90

* Of the refunding mortgage 4 per cent bonds \$5,500,000 to be used only for retirement of 6 per cent bonds, and \$7,000,000 reserved for retirement of 5 per cent bonds.

Cost of Road and Equipment—(Continued).

Equipment.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives.....	\$2,096 26	.....
Passenger cars.....	2,953 20	.....
Freight and other cars.....	54,639 95	.....
Total cost of equipment to June 30, 1891.....	.....	\$2,511,771 22
Total cost of equipment	\$60,690 51	\$2,572,470 73
Grand total cost of road and equipment.....	\$1,188,280 14	\$35,915,110 63

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Seven hundred and sixty-eight tons 67-pound steel rails laid in heavy grades in place of 16-pound steel, with fastenings.....		\$10,509 74
Four milk cars.....		3,879 27
Five passenger cars, on account.....		497 00
New power brakes to engines.....		2,096 26
Sundry improvements to passenger equipment.....		3,465 20
Amount paid on account 860 gondola cars under car trust agreement.....	\$43,085 66	
Automatic couplers to freight cars.....	2,675 00	
One-eleventh miles additional sidings and safety switches.....		50,760 68
Bridges, trestles, culverts, etc.....		15,875 25
Passenger depots and freight houses.....		26 204 69
Grading, ditching, sloping cuts, etc.....		7,716 59
Signals.....		20,813 86
Fencing.....		1,199 26
Workshops and machinery.....		1,831 58
Water and coal stations.....		4,678 78
Discount and commission on bonds sold, etc.....		3,629 43
Coal terminals at Weehawken, Oswego and Cornwall, and coal transfers at Oneida and Rome.....		848,112 49
Zigzag tunnel.....		90,801 41
Crematories.....		29,196 87
Land and land damages.....		13,366 61
		8,607 96
		<u>\$1,188,280 14</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$2,865,417 89
Less operating expenses (excluding all taxes).....	2,859,845 88
Net earnings from operation.....	\$905,572 01

Income from other sources as follows, viz.:

Interest on bonds owned.....	\$75,000 00
Dividend on stocks owned.....	25 00
	<u>75,025 00</u>
Gross income from all sources.....	\$980,597 01

Deductions from income as follows, viz.:

Interest on funded debt due and accrued.....	\$507,360 88
Rentals.....	176,584 81
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	101,220 53
* Sundry interest and discounts.....	11,556 48
	<u>796,722 70</u>
Surplus for year ending June 30, 1892.....	\$207,019 26

General Income Account.

Surplus for year ending June 30, 1899.....	\$307,019 26
Surplus up to June 30, 1891.....	456,741 26
	<hr/> \$663,760 64
Balance at credit of profit and loss account at June 30, 1899.	\$317,337 27
Deduct items carried directly to profit and loss during current year.	16,217 13
	<hr/> \$301,120 14
Total surplus June 30, 1899	<hr/> \$304,860 78

DETAILED STATEMENT OF RENTALS.

Utica, Clinton and Binghamton and Rome and Clinton Railroads	\$75,000 00
Wharton Valley Railway.....	3,700 00
Ontario, Carbondale and Scranton Railway	27,834 81
Total amount of rentals deducted from income.....	<hr/> \$106,534 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight through	\$355,599 89		
Freight, local	2,100,747 85		
		\$2,456,047 74	\$2,456,047 74
Passengers through.	\$134,987 22		
Passengers, local	532,081 08		
	\$667,018 30		667,018 30
Mails	35,932 56		35,932 56
Express	69,179 72		69,179 72
Miscellaneous, as follows, viz.:			
Telegraph	\$6,590 90		
News service	1,411 69		
Sundries	29,226 98		
	14,326 71	22,843 86	37,239 57
Total gross earnings	<hr/> \$766,526 29	<hr/> \$2,478,891 60	<hr/> \$3,265,417 89

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$30,535 36	\$215,717 69	\$246,253 07
Repairs of bridges (including culverts and cattle guards)	5,911 30	41,700 52	47,671 82
Repairs of stations, shops, docks, etc.....	1,792 75	12,664 69	14,457 64
Repairs of fences	526 00	3,715 94	4,241 94
Other expenses for maintenance of way and structures	8,363 29	59,223 91	67,607 20
Total	<hr/> \$47,148 73	<hr/> \$338,062 95	<hr/> \$385,211 67

Maintenance of equipment:

Repairs of locomotives.....	\$54,041 56	\$94,915 87	\$148,957 63
Repairs of cars	54,850 87	124,593 56	179,444 43
Repairs of machinery and tools.....	12,604 75	29,407 03	42,011 78
Other expenses for maintenance of equipment.....	949 00	6,704 27	7,653 27
Total	<hr/> \$122,446 20	<hr/> \$255,620 73	<hr/> \$378,066 93

Conducting transportation:

Wages of conductors and men	\$78,151 75	\$137,361 08	\$215,512 77
Wages of engineers and firemen.....	70,899 73	124,418 63	195,318 36
Fuel for locomotives	94,982 20	213,555 08	308,537 28
Oil and waste	6,300 20	16,073 84	22,374 04
Water supply	1,759 11	12,427 24	14,186 35
Other train supplies or expenses	4,365 93	30,843 19	35,209 12
Wages of station agents and clerks and for labor at stations	16,397 88	115,843 13	132,241 00
Station supplies	10,944 31	34,544 31	45,488 62
Wages of watchmen, flagmen and switchmen..	5,975 30	41,506 22	47,481 52
Terminal expenses	8,617 26	144,825 89	153,443 15
Other expenses for conducting transportation..	50,087 83	94,961 09	145,048 92
Total	<hr/> \$543,311 51	<hr/> \$956,259 72	<hr/> \$1,500,071 23

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger	Freight	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$26,078 70	\$45,794 28	\$71,807 98
General office expenses and supplies.....	6,349 80	11,328 80	17,688 10
Stationery and printing and outside agencies and advertising.....	2,702 86	4,747 14	7,450 00
Legal expenses.....	3,524 58	6,180 97	9,714 95
Loss and damage of freight and baggage, and damage to cattle and property.....	1,513 82	12,107 27	13,621 09
Injuries to persons.....	4,800 97	36,319 20	40,961 17
Telegraph maintenance and operation.....	5,102 54	36,862 40	41,189 86
Mileage of cars of other companies (debit balance).....	2,677 54	53,851 73	56,027 27
Other general expenses.....	6,815 02	25,750 32	32,586 14
Total ..	\$69,371 73	\$221,544 80	\$290,476 53
Gross total operating expenses.....	\$583,375 16	\$1,776,407 76	\$2,359,845 96

General Balance Sheet June 30, 1893.

ASSETS.		
Cost of road		\$68,542,539 90
Cost of equipment		2,572,470 73
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies	\$1,571,820 00	
Bonds of other companies ..	1,501,600 00	
Steam excavators.....	7,600 00	
		3,080,320 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$50,687 86	
Bills receivable	560,533 84	
Due by agents	201,721 68	
Open accounts.....	805,754 02	
Materials and supplies.	173,861 41	
Staking fund.	280,000 00	
Accrued interest	6,280 00	
		2,118,608 71
		<u>\$71,114,044 34</u>
LIABILITIES.		
Capital stock.....		\$55,119,988 64
Funded debt.....		10,634,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$116,935 82	
Audited vouchers and pay-rolls.....	235,416 79	
Open accounts	784,729 55	
Loans and bills payable	355,178 22	
Wharton Valley railway construction fund.....	55,263 67	
Hancock and Pennsylvania railroad construction fund.	147,656 63	
		1,895,180 72
Profit and loss (surplus).....		964,820 78
		<u>\$71,114,044 34</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	28,875	1,081,508	1,060,388
Number of passengers carried one mile.....	11,261,158	26,158,797	37,006,865
Number of tons of freight carried	810,632	1,775,141	2,086,769
Number of tons of freight carried one mile.....	48,562,539	215,276,577	268,839,116
Passenger train mileage			949,322
Freight train mileage.....			1,667,655
All other train mileage.....			114,994
Total train mileage.....			2,731,971

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$786,526 29	\$583,378 16	\$203,148 13
Average per passenger carried.....	741	55	191
Average per passenger per mile	0213	0158	0055
Average per passenger train per mile.....	828	614	214
Freight earnings and expenses (including miscellaneous earnings)	2,478,891 60	1,776,467 70	702,423 90
Average per ton of freight carried.....	1 19	85	34
Average per ton of freight per mile.....	00989	00873	00266
Average per freight train per mile.....	1 49	1 07	42

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first class.....	Cents. 1.812	Cents. 2.114	Cents. 2.57
Average rate received per mile for carrying passengers, second-class	1.105	.....	1.105
Average rate received per mile for carrying passengers, all classes.....	1.139	2.114	1.802
Average rate received per mile per ton for carrying freight, all classes.....	.731	.975	.939

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Cornwall to Oswego, single track ..	271.75	.....	.....	271.75	271.75
Branches or other roads, laid single track.....	47.02	53.79	104.54	100.81	151.55
Total single track.....	318.77	53.79	104.54	372.56	423.31
Second track on branches or other roads.....	.....	.....	2.00	.....	2.00
Sidings and turnouts on main line.....	82.91	.....	.....	82.91	82.91
Sidings and turnouts on branches or other roads	8.75	20.06	23.65	23.81	27.40
Total sidings and turnouts.....	86.66	20.06	23.65	106.72	120.31
Grand total of tracks, sidings and turnouts	405.43	73.85	140.19	479.28	545.62
Laid with steel rail, main line.....	271.75	.....	.....	271.75	271.75
Laid with steel rail, branches or other roads	47.02	53.79	104.54	100.81	151.55

Average life of rails — steel, 18 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 67 lbs.; minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with gravel.

Details of Branches or Other Roads.

NAME OF BRANCH OF ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Ellenville.....	Summitville.....	Ellenville.....	7.80	7.80	Owned.	.....	7.80
Delhi.....	Walton.....	Delhi.....	16.84	16.84	Owned.	.....	16.84
New Berlin.....	New Berlin Jc.....	New Berlin.....	22.88	22.88	Owned.	.....	22.88
Wharton Valley.....	New Berlin.....	Edmeston.....	6.80	6.80	Leased.	.....	6.80
Utica, Clinton and Binghamton.....	Randallsville.....	Utica.....	31.80	31.80	Leased.	.....	31.80
Rome and Clinton.....	Clinton.....	Rome.....	12.78	12.78	Leased.	.....	12.78
Ontario, Carbondale and Scranton.....	Hancock Junction	Scranton.....	2.91	58.66	Leased.	2.00	53.66

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges.....	68	12,141	108	15,488
Wooden bridges.....	76	4,476	76	4,476
Wooden trestles.....	115	20,488	121	22,906
Total.....	259	37,105	405	42,910

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	28	.....	28	.....	170,000	27	.....
Locomotives, 6 drivers.....	48	.....	48	.....	126,000	48	.....
Locomotives, 4 drivers.....	33	.....	33	.....	109,800	33	1
Locomotives, shifters.....	4	.....	4	.....	84,600	4	.....
Total.....	113	.....	113	.....	.....	108	1
First-class passenger cars.....	49	.....	49	\$6,000	54,200	49	49
Second-class passenger cars.....	38	.....	38	3,500	44,200	38	38
Baggage, mail and express cars.....	25	.....	25	2,500	38,600	25	25
Total.....	112	.....	112	.....	.....	112	112
Box freight cars.....	664	.....	664	\$645	22,200	.....	124
Stock freight cars.....	64	.....	64	690	20,450	.....	3
Coal freight cars.....	2,287	850	3,137	513	18,535	.....	2,396
Flat freight cars.....	646	.....	646	435	16,990	.....	59
Milk freight cars.....	33	.....	33	1,200	31,000	33	33
Dump freight cars.....	20	.....	20	268	9,000	.....	.....
Open, 4-wheel cars.....	30	.....	30	597	14,800	.....	16
Open, 8-wheel cars.....	12	.....	12	1,466	31,100	.....	9
Flat-top cars.....	8	.....	8	1,354	34,500	.....	.....
Flat-top cars.....	3	.....	3	2,100	27,700	.....	.....
Flat-top plow.....	5	.....	5	1,720	51,000	.....	.....
Total.....	3,767	850	4,617	.....	.....	33	2,640

passenger cars equipped with Westinghouse automatic brake and Miller platform and
er, freight cars with hand brake and Master Car Builders' standard drawbar and auto-
coupler
nt switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	1,296	1,400.1
Length of steel rails laid during year in repairs, miles.....	7.39	7.39
Railroads crossing road at grade.....	9	11
Railroads crossing road over or under grade.....	7	23
Highway crossings at grade without protection ..	350	280
Highway crossings at grade protected by gates or flagmen.....	94	80
Highway crossings over or under grade.....	56	69
Overhead obstructions less than twenty-feet above track.....	30	41

Passenger cars are heated by steam, McElroy system; lighted by lamps and Frost dry carbon-batter system, and ventilated by tilting ash in upper deck, registers in upper deck and ventilators in hoods.

National Express Company operates over the line; rates shall not be less than first-class rates as per company's freight tariff. The railway company receives 50 per cent of the express company's receipts for all goods, excepting only packages of money, jewelry, etc.

Pullman's sleeping and parlor cars run over road. The railway company pays three cents per mile for use of cars. Pullman's company receives all Pullman car fares, which amount to six mills per mile for long distances; one cent to three quarters of a cent per mile for short distances.

In some cases the railway company maintains cars in lieu of paying mileage to Pullman's company. Amount paid Pullman's company during year, \$2,966.39.

Fast freight lines, Ontario Despatch and 800 line run over road. These lines have no separate organization. Each railroad company in interest furnishes its quota of cars on mileage basis. Rates of mileage of cars and maintenance of same are same as on other cars interchanged. No preference in speed or order of transportation.

No special contract for handling mails. Railway company paid by standing rates based upon weights of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	27,897	1.34
Grain ..	73,896	3.63
Meats and provisions	17,397	.86
Live stock	6,422	.31
Lumber.....	67,137	3.28
Pig and bar iron and steel	85,449	4.17
Iron or other ores.....	68,001	3.35
Coal and coke.....	1,398,553	61.97
Petroleum and other oils ..	109,863	5.27
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..	92,876	4.45
All other manufactures ..	36,069	1.76
All other merchandise ..	64,317	3.08
All other agricultural products ..	87,987	4.29
All other articles not included above ..	104,450	5.00
Total.....	2,085,769	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3		
Employees	45	19	
Others.....	7	7	
Total ..	55	26	

EMPLOYEES.

Average number of persons employed (including officials) during the year 1

Aggregate amount of salaries and wages paid them during the year..... \$1,395,43

Officers of the Company.

Name.	Title.	Official Address.
THOMAS P. FOWLER.....	President.....	56 Beaver street, New York city.
JOHN B. KERR.....	Vice-President and Gen- eral Counsel.....	56 Beaver street, New York city.
JOSEPH PRICE.....	Vice-President.....	5 and 6 Great Winchester street, London, England
RICHARD D. RICKARD.....	Secretary and Treasurer.....	56 Beaver street, New York city.
JAMES E. CHILDS.....	General Manager.....	56 Beaver street, New York city.
JAMES C. ANDERSON.....	General Freight and Passenger Agent.....	56 Beaver street, New York city.
GEORGE W. WEST.....	Supt. Motive Power.....	Middletown, N. Y.
E. CANFIELD.....	Chief Engineer.....	Middletown, N. Y.
C. W. LANTIER.....	Supt. of Transportation.....	Norwich, N. Y.
CHARLES A. DRAPER.....	Purchasing Agent and Paymaster.....	56 Beaver street, New York city.
JOHN FLEMING.....	Transfer Agent.....	56 Beaver street, New York city.
ENGLISH ASSOCIATION OF AMERICAN BOND AND SHARE- HOLDERS.....	Transfer Agent.....	5 and 6 Great Winchester street, London, England
MERCANTILE TRUST COMPANY.	Registrars of Stock.....	120 Broadway, New York city; 6 Lombard street, London, Eng.

Directors of the Company.

Name.	Residence.
THOMAS P. FOWLER.....	89 East Sixty-eighth street, New York city.
JOSEPH PRICE.....	5 and 6 Great Winchester st, London, Eng.
SAMUEL BARTON.....	331 Madison avenue, New York city.
FRANCIS H. CULBERT.....	Newburgh, N. Y.
RICHARD IRVIN.....	19 William street, New York city.
JOHN B. KERR.....	15 West Eleventh street, New York city.
JOHN GREENDOUGH.....	2 Nassau street, New York city.
WILLIAM H. PAULDING.....	2 East Forty-second street, New York city.
ALBERT S. ROE.....	321 Produce Exchange, New York city.
EBEN K. SIBLEY.....	160 Broadway, New York city.
CHARLES S. WHEELER.....	309 Walnut street, Philadelphia, Pa.
HARRY PEARSON.....	74 Portadown Road, London, (W), Eng.
CHARLES J. RUSSELL.....	6 Austin Friars, E. C., London, Eng.

Title of company, New York, Ontario and Western Railway Company.

General offices at 56 Beaver street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in September

For information concerning this report, address Richard D. Rickard, Secretary and Treasurer.

NEW YORK, PENNSYLVANIA AND OHIO.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

The New York, Lake Erie and Western Railroad Company, under an indenture dated 30th of April, 1883, leased for a term of ninety-nine years, commencing on the first of May, 1883, the main line, branches and leased lines of this company with its fixtures and equipment, and has operated the said railroad since that time.

The rental under the lease is based upon earnings.

NOTE — There is outstanding the sum of \$19,104,250 25 of deferred warrants issued for unearned interest on the first mortgage bonds, which will become funded debt when the bonds are issued for the warrants, in accordance with the provisions of the first mortgage.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
authorized by law or charter.....	700,000	\$35,000,000	200,000	\$10,000,000
issued for part payment of property purchased and now outstanding.....	699,967	34,999,350	200,000	10,000,000

* total of common and preferred stock now outstanding..... \$44,999,350

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Prior lien bonds.....	May 5, 1880	15	p. c.	Mar. 1 & Sept. 1	\$8,000,000	\$8,000,000
First mortgage bonds.....	May 6, 1880	20	7	Jan. 1 & July 1	44,835,000	44,835,000
Second mortgage bonds.....	May 7, 1880	20	5	May 1 & Nov. 1	14,500,000	14,500,000
Third mortgage bonds.....	May 7, 1880	20	5	May 1 & Nov. 1	80,000,000	80,000,000
Total.....					\$96,835,000	\$96,835,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	\$45,175 57	\$501,067 26
Bridges.....		16,082 51
Rails.....		68,750 24
Land and land damages.....	9,044 80	130,246 98
Fences.....	1,414 68	7,781 39
Passenger and freight stations.....	15,204 82	180,486 65
Engine and car houses.....	59 26	2,239 94
Shops, machinery and tools.....		30,125 06
Fuel and water stations.....	2,595 91	27,632 14
Engineering expenses.....	974 99	12,981 94
Road built by contract.....		88,708 39
Purchase of constructed road.....	2,864,039 27	160,998,751 42
Telegraph line.....	3,694 46	19,706 88
Ore dock improvements.....		46,871 15
Interlocking apparatus.....	10,062 62	49,125 50
Other items.....	17,756 89	47,195 54
Total cost of road.....	\$2,471,044 27	\$162,211,700 89
EQUIPMENT.		
Locomotives.....		\$5,217 79
Mall, baggage and express cars.....		1,468 52
Freight and other cars.....		6,644 25
Total cost of equipment.....		\$15,315 66
Grand total cost of road and equipment.....	\$2,471,044 27	\$162,227,016 55

Income Account for Year Ending June 30, 1892.

Percentage of gross earnings received from leases.....	\$2,222,007 22
Less general expenses (excluding all taxes).....	16,948 31
Net earnings.....	\$2,205,058 91
Income from other sources, as follows, viz.:	
Sharon railway stock.....	\$2,940 00
Rent of equipment on ore docks, Cleveland.....	22,805 12
Interest on New York, Pennsylvania and Ohio Railroad Company equipment trust, 1890.....	1,211 00
Interest on Chicago and Erie railroad bonds.....	3,480 09
Interest and exchange.....	2,840 75
	40,286
Gross income from all sources.....	\$2,245,344 91

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$1,214,684 62
Rentals paid by this company	602,377 74
Taxes on earnings and capital stock	2,118 75
Taxes other than above	2,528 18
Hire of cars under car trust	22,700 00
Hire of locomotives	12,175 56
Hire of refrigerator cars	40,661 79
New York, Pennsylvania and Ohio Railroad Company equipment trust, 1890.	102,099 11
General expenses	9,157 06
London agency expenses	27,857 12
Settlement of business prior to May 1, 1893.	8,659 56
Special trust for additions	96,833 14
Special trust for special additions	28,530 76
Special trust for Sharon railway stock	2,397 83
Special trust for contingent liabilities	6 50
Special trust to meet payment, account capital	8,108 32
London equipment trust	97,247 28
	<u>\$2,271,184 30</u>

Deficit for year ending June 30, 1892. \$4,598 50

General Income Account.

Deficit for year ending June 30, 1892.	\$4,598 50
Surplus up to June 30, 1891	\$305,098 17
Returned to income from special fund	30,775 54
	<u>335,873 71</u>
Total surplus June 30, 1892.	<u>\$331,275 21</u>

DETAILED STATEMENT OF RENTALS.

Cleveland and Mahoning Valley railway lines	\$514,180 00
Sharon railway	36,436 00
Western railroad	4,000 00
New Castle and Shenango Valley railroad	19,566 58
Rent of water rights	107 50
Rent of docks, lots, etc.	34,097 86
Total amount of rentals deducted from income	<u>\$602,377 74</u>

General Expenses.

Salaries of general officers and clerks	\$42,918 81
General office expenses and supplies	4,011 75
Legal expenses	9,417 75
Total	<u>\$56,348 31</u>

General Balance Sheet June 30, 1892.**Assets.**

Cost of road	\$162,211,700 89
Cost of equipment	15,315 86
Other permanent investments, as follows, viz.:	
Stock of other companies	\$39,000 00
Bonds of other companies	58,000 00
	<u>97,000 00</u>
Current assets, as follows, viz.:	
Cash on hand	\$100,653 98
Bills receivable	1,200 00
Open accounts	1,057,756 88
	<u>1,159,610 31</u>
	<u>\$163,488,626 86</u>

LIABILITIES.

Capital stock	\$44,999,360 00
Funded debt	96,833,000 00
Deferred warrants	19,104,259 85
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$796,041 19
Unaudited vouchers and pay-rolls	12,939 93
Open accounts	35,434 16
	<u>844,419 30</u>
Special fund for additions	1,020,388 18
Special fund for special additions	81,853 85
Special fund for Sharon railway stock	44,178 77
Special fund for contingent liabilities	168,834 68
Special fund to meet payments, account capital	55,087 96
Profit and loss (surplus)	331,275 21
	<u>\$163,488,626 86</u>

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address</i>
CHARLES E. WHITEHEAD.....	President	71 Wall street, New York city.
J. HN TOD.....	Vice-President	Cleveland, O.
E. TUPPER.....	Secretary.....	Cleveland, O.
E. R. PERKINS	Treasurer.....	Cleveland, O.
J. T. WANN.....	Auditor.....	Cleveland, O.
RUSSELL & RICE	General Counsel.....	Cleveland, O.

Directors of the Company.

<i>Name.</i>	<i>Residence</i>
CHARLES E. WHITEHEAD	New York city.
JOHN TOD.....	Cleveland, O.
E. R. PERKINS	Cleveland, O.
SAMUEL MATHER	Cleveland, O.
W. J. MCKINNEY	Cleveland, O.
FAYETTE BROWN	Cleveland, O.
JOHN T. WANN	Cleveland, O.
J. M. FERRIS	Toledo, O.
E. J. BARNEY	Dayton, O.
H. B. PERKINS	Warren, O.
LEWIS MILLER	Akron, O.
E. A. WHEELER.....	Sharon, Pa.
SIMON PERKINS	Sharon, Pa.

Title of company, New York, Pennsylvania and Ohio Railroad Company.

General office at Cleveland, O.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday of October.

For information concerning this report address J. T. Wann, Auditor.

NEW YORK, PENNSYLVANIA AND OHIO.

LESSER.

For all details of operation, etc., not herein embraced, see report of New York, Lake Erie and Western, ante.

Traffic and Mileage Statistics.

<i>Item.</i>	<i>Through.</i>	<i>Local.</i>	<i>Total.</i>
Number of passengers carried	273,899	1,373,193	1,647,092
Number of passengers carried one mile.....	\$1,794,407	46,072,976	48,867,383
Number of tons of freight carried	5,723,264	2,123,713	7,846,977
Number of tons of freight carried one mile	634,137,338	141,522,226	775,659,564
Passenger train mileage			1,720,581
Freight train mileage			5,270,353
All other train mileage.....			1,731,637
Total train mileage.....			8,722,571

<i>Item.</i>	<i>Earnings.</i>	<i>Expenses.</i>	<i>Loss.</i>
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$1,794,407	\$1,060,800 80	\$669,600 80
Average per passenger carried	6.5	67	36
Average per passenger per mile	277	0183	008
Average per passenger train per mile.....	1 06	61	39
Freight earnings and expenses (including miscellaneous earnings)	5 634 636 04	4,229,864 68	1,403,174 36
Average per ton of freight carried.....	17	53	18
Average per ton of freight per mile	6 67	00439	001
Average per freight train per mile.....	1 97	80	27

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passen- gers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first-class.....	Cents. 1.560	Cents. 2.181	Cents. 1.929
Average rate received per mile for carrying pas- sengers, second-class.....	1.562	1.500	1.539
Average rate received per mile for carrying pas- sengers, all classes.....	1.560	2.074	1.869
Average rate received per mile per ton for car- rying freight, all classes.....	.506	1.042	.562

Description of Road and Equipment.

TRACK.	MILES OWNED AND LEASED.	
	Length in N. Y. State.	Entire length.
Main line laid from Salamanca, N.Y., to Dayton, O., single track.	49.24	888.04
Branches, or other roads, laid single track .....	.....	208.47
Total single track	49.24	596.51
Second track on branches, or other roads .....	.....	55.78
Sidings and turnouts on main line	28.57	162.89
Sidings and turnouts on branches or other roads .....	.....	125.52
Total of sidings and turnouts.....	28.57	296.41
Grand total of tracks, sidings and turnouts	72.81	948.70
Laid with steel rail, main line.....	49.24	888.04
Laid with steel rail, branches, or other roads, including second track .....	.....	259.94
Laid with iron rail, branches, or other roads.....	.....	4.81

Average life of rails — steel, 12 years; average life of ties, 8 years; weight of rails per yard— steel, maximum, 68½ lbs.; minimum, 56 lbs; iron, maximum, 60 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel (56 per cent), slag (36 per cent) and other material (8 per cent).

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Franklin branch	Buchanan Jc., Pa.	Oil City, Pa.....	33.78	Owned.	.....	33.78	.....
Silver Creek branch.....	Silver Cr'k Jc., O..	Coal Mines, O ...	5.63	Owned.	.....	5.63	.....
Total owned.....	.....	.....	39.41	.....	.....	39.41	.....
Cleveland and Mahoning Valley Railroad	Cleveland, O	Penna. and Ohio State line	80.86	Leased.	55.78	136.64	.....
Miles & New Lisbon R. R.	Niles, O.....	Three miles so. of New Lisbon, O.	36.27	Leased.	.....	36.27	.....
Liberty and Vienna R. R.	Moaler, O.....	Coal mines, be- low Vienna, O.	6.78	Leased.	.....	4.41	2.37
Sterman Railway.....	Penna. and Ohio State line.....	Sharon, Pa. ...	2.09	Leased.	.....	2.09	.....
Iron Railway.....	Sharon, Pa.....	Pymatuning Junction, Pa..	7.98	Leased.	.....	7.98	.....
Iron R'y, Middlesex Br.	Ferrona Jc., Pa ...	W. Middlesex, Pa	6.86	Leased.	.....	6.86	.....
Iron R'y, Sharpsville Br.	Boyce Junc., Pa...	Sharpsville, Pa..	1.56	Leased.	.....	1.56	.....
New Castle and Che- sango Valley Railroad.	W. Middlesex, Pa.	New Castle, Pa..	16.73	Leased.	.....	16.73	.....
Youngstown and Austin- town Railroad.....	Youngstown, O...	Leadville Mines, O.	3.87	Leased.	.....	1.93	1.94
Youngstown and Austin- town R.R., Manning Br.	Manning Junc., O.	Tip'c'noe M'ns, O.	6.11	Leased.	.....	6.11	.....
Total leased .....	.....	.....	169.06	.....	55.78	220.53	4.81
Total branches .....	.....	.....	208.47	.....	55.78	259.94	4.81

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges.....	18	1,211.	108	12,215
Wooden bridges.....	.....	.....	5	1,100
Wooden trestles.....	2	810	79	7,066
Total.....	15	1,521	187	20,381

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	45	30	75	\$10,000	165,000	57	.....
Locomotives, 6 drivers.....	24	17	41	9,000	191,000	38	.....
Locomotives, 4 drivers.....	133	5	138	7,000	142,000	97	.....
Total.....	202	52	254	.....	.....	187	.....

First-class passenger cars.....	59	.....	59	\$5,000	40,000	59	59
Second-class passenger cars.....	41	.....	41	3,000	40,000	38	38
Baggage, mail and express cars....	45	.....	45	1,500	32,000	45	45
Total.....	145	.....	145	.....	.....	142	142

Box freight cars.....	8,356	340	8,656	\$500	.....	4	418
Stock freight cars.....	483	300	783	425	.....	.....	59
Coal freight cars.....	2,959	2,285	5,244	450	.....	.....	1,656
Flat freight cars.....	402	.....	402	300	.....	.....	18
Caboose, 4-wheel cars.....	19	15	34	500	.....	.....	1
Caboose, 8-wheel cars.....	87	.....	87	800	.....	.....	.....
Service cars.....	18	.....	18	750	.....	.....	3
Total.....	7,324	2,900	10,224	.....	.....	4	2,155

Passenger cars are equipped with Westinghouse air brake and Janney Buhaup coupler and buffer, and Westinghouse air brake and Master Car Builders' type coupler on freight cars. Split switches in use on all of main track.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	51	538
Railroads crossing road at grade.....	3	47
Railroads crossing road over or under grade.....	.....	.....
Highway crossings at grade without protection.....	33	.....
Highway crossings at grade protected by gates or flagmen,....	12	.....
Highway crossings over or under grade.....	3	.....
*Overhead obstructions less than twenty feet above track.....	.....	.....

Passenger cars are heated by steam, lighted by Pintsch gas and oil lamps and ventilated by ordinary ventilators

* Nearly all are of this class, but height is being increased as fast as the overhead structures are being renewed.

Description of Freight Moved.

Item.	Tonnage	Per cent
Flour	278,841	2.57
Grain	449,576	5.68
Meats and provisions	249,975	3.18
Livestock	78,388	.93
Lumber	389,079	4.91
Pig and bar iron and steel	739,457	9.21
Iron or other ores	1,034,009	13.06
Coal and coke	2,789,074	35.23
Petroleum and other oils	226,577	2.88
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	10,406	.13
All other manufactures	736,007	9.17
All other merchandise	208,971	2.63
All other agricultural products	308,847	3.83
All other articles not included above	504,328	6.33
Total	7,916,577	100

NUMBER OF ACCIDENTS.

	Injured	Killed	Total
Passengers	75	22	97
Employees	541	21	562
Others	68	29	95
Total	684	72	754

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 6,552
 Aggregate amount of salaries and wages paid them during the year..... \$3,277,841 37

For information concerning this report address A. R. Macdonough, Secretary, New York, Lake Erie and Western Railroad Company, lessee, 31 Cortlandt street, New York city

NEW YORK AND ROCKAWAY BEACH.

(Date of charter, August 19, 1887.)

The New York, Woodhaven and Rockaway Railroad Company was organized March 21, 1877, under and pursuant to the General Railroad Law of the State of New York, passed April 2, 1850. Having constructed its road from a point on the Brooklyn and Montauk railroad near Glendale to and across Jamaica bay to Rockaway beach, and westwardly along the said beach to its present terminus, all in the county of Queens, the same, with its equipment and appurtenances, was sold June 28, 1887, unto Austin Corbin, J. Roger Maxwell, Henry W. Maxwell, Henry Graves and Stephen A. Caldwell under and pursuant to the judgment and decree of the Supreme Court of New York, dated May 4, 1887, filed in the county clerk's office of the said county of Queens, and made and entered at the suit of the Metropolitan Trust Company of the city of New York, as trustee, to enforce the lien of a certain mortgage made by the said railroad company. Under and pursuant to the provisions of chapter 430, Laws of 1874, the present company was organized by the purchasers and their associates, to hold and possess the title, property, right, privileges and franchises which were lately of the said railroad company, on August 19, 1887, and entered into possession and control of the same on September first, following.

September 1, 1887, by contract with the Long Island Railroad Company, this company acquired the right to operate its trains to Long Island City and Bushwick, and by the same contract leased the Rockaway branch railroad from Ham Neck station to Far Rockaway.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding.....	10,000	\$1,000,000

Number of stockholders..... 87

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	Sept. 1, 1887	40	p.c. 5	Mar. & Sept.	\$1,000,000	\$772,000
Second mortgage income bonds.	Sept. 1, 1897	40	5	January 1	1,000,000	1,000,000
Total.....					\$2,000,000	\$1,772,000

Cost of Road and Equipment.

Road	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	\$13,686 08	
Bridges.....	5,619 49	
Superstructure (including ties).....	941 50	
Land.....	1,250 00	
Passenger and freight stations.....	11,586 57	
Total cost reported up to June 30, 1891.....		\$28,055,491 42
Total cost of road.....	\$32,962 54	\$28,088,454 06
Total cost of equipment.....		589,174 92
Grand total cost of road and equipment.....	\$32,962 54	\$28,677,628 98

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$339,214 19
Less operating expenses (excluding all taxes).....		191,643 81
Net earnings from operation.....		\$147,570 37
<i>Income from other sources, as follows, viz.:</i>		
Rentals.....		1,894 98
Gross income from all sources.....		\$149,465 35
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$38,000 00	
Taxes on property used in operation of road.....	2,131 92	
Taxes on earnings and capital stock.....	1,276 63	
		49,008 55
Surplus for year ending June 30, 1892.....		\$95,456 80

General Income Account.

Surplus for year ending June 30, 1892.....	\$95,456 80
Deficit up to June 30, 1891.....	45,986 31
Total deficit June 30, 1892.....	\$37,469 11

NEW YORK AND ROCKAWAY BEACH.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$25,533 39	\$25,533 39
Passengers, all loca.....	\$207,891 97		207,891 97
Mail	793 66		793 66
Express	4,596 16		4,596 16
Total gross earnings	\$213,780 79	\$25,533 39	\$239,314 18

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$7,132 55	\$706 41	\$7,839 96
Repairs of bridges (including culverts and cattle-guards)	60,040 90	5,938 11	65,979 01
Repairs of stations, shops, docks, etc.....	4,087 73	399 34	4,487 07
Repairs of fences.....	1,762 43	174 31	1,936 73
Other expenses for maintenance of way and structures	4,989 55	487 54	5,477 09
Total	\$77,903 16	\$7,704 71	\$85,607 86

Maintenance of equipment:

Repairs of locomotives.....	\$12,145 57	\$1,301 31	\$13,447 88
Repairs of cars.....	7,323 73	777 51	8,101 24
Other expenses for maintenance of equipment.....	2,703 40		2,703 40
Total	\$22,172 70	\$1,978 82	\$24,151 52

Conducting transportation:

Wages of conductors and men.....	\$5,597 03	\$3,431 32	\$9,028 35
Wages of engineers and firemen ..	9,708 49	1,370 54	10,979 03
Fuel for locomotives.....	17,557 40	1,736 43	19,293 83
Oil and waste.....	453 73	47 34	501 07
Water supply	473 60	45 74	519 34
Other train supplies or expenses.....	1,444 61	143 37	1,587 98
Wages of station agents and clerks.....	4,683 57	463 70	5,147 27
Wages for labor at stations		103 63	103 63
Station supplies.....	1,390 34	137 51	1,527 85
Wages of watchmen, flagmen and switchmen ..	7,163 73	703 50	7,867 23
Other expenses for conducting transportation.....	110 00		110 00
Total	\$43,616 43	\$7,088 97	\$50,705 40

General expenses:

Salaries of general officers and clerks	\$6,129 73	\$608 24	\$6,737 97
General office expenses and supplies.....	327 73	91 75	419 48
Stationery and printing	3,890 68	235 46	4,126 14
Outside agencies and advertising	3,602 83	356 33	3,959 16
Legal expenses.....	4,115 60	407 04	4,522 64
Loss and damage of freight and baggage	350 43	34 63	385 06
Damage to cattle and property	103 11	10 39	113 50
Injuries to persons.....	4,553 73	430 37	4,984 10
Other general expenses	1,547 33	163 22	1,710 55
Total	\$24,822 42	\$2,356 06	\$27,178 48
Grand total operating expenses.....	\$172,514 75	\$19,128 56	\$191,643 31

General Balance Sheet June 30, 1893.

ASSETS.

st of road		\$2,023,404 06
st of equipment		669,174 83
urrent assets, as follows, viz.:		
sh on hand.....	\$12,214 83	
st by agents.....	12,294 19	
on accounts.....	12,905 07	
		37,414 09
st and loss (deficiency).....		37,448 06
		<u>\$2,832,441 03</u>

LIABILITIES.

Capital stock	\$1,000,000 00
Funded debt	1,772,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued	\$12,206 07
Audited vouchers and pay-rolls	15,801 07
Open accounts	20,182 29
	<u>60,441 08</u>
	<u>\$2,832,441 08</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,220,852
Number of passengers carried one mile	15,125,514
Number of tons of freight carried	63,447
Number of tons of freight carried one mile	<u>699,200</u>
Passenger train mileage	202,049
Freight train mileage	21,964
All other train mileage	<u>5,947</u>
Total train mileage	<u>229,960</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$212,780 79	\$172,514 75	\$40,266 04
Average per passenger carried	1531	1241	0290
Average per passenger per mile	0141	0114	0027
Average per passenger train per mile	6120	6564	1536
Freight earnings and expenses (including miscellaneous earnings)	25,522 32	19,128 56	6,404 88
Average per ton of freight carried	4089	3012	1009
Average per ton of freight per mile	0055	0044	0009
Average per freight train per mile	1 1625	6709	29.16

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.570
Average rate received per mile per ton for carrying freight, all classes	2.651

Description of Road and Equipment.

TRACK.	Miles owned and in New York State.	Miles leased all in New York State.	Total miles, all in New York State.
Main line laid from Glendale Junction to Rockaway Park, single track.	10 31		10 31
Total of branches or other roads	1 23	1 23	2 46
Total single track	11 54	1 23	13 27
Second track on main line	10 31		10 31
Sidings and turnouts on main line	2 64		2 64
Sidings and turnouts on branches or other roads		46	46
Total sidings and turnouts	2 64	46	48 64
Grand total of tracks, sidings and turnouts	24 57	2 20	26 77
Laid with steel rail, main line	21 03		21 03
Laid with steel rail, branches or other roads		1 23	1 23

Average life of rails — steel, 15 years; average life of ties, 10 years; weight of rails per yard steel, 55 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rails.
Far Rockaway	N. Y. & Rockaway Beach Ry. Junc.	Hammels.....	1.31	Owned..	.....	1.31
* Long Island Railroad, Far Rockaway....	N. Y. & Rockaway Beach Ry. Junc.	N. Y. & Rockaway Beach Ry. Junc.	1.98	Leased..	.....	1.98
* Long Island Railroad, Glendale Junc....	Long Island City..	Long Island City..	5.99	Leased..	5.99	11.98
* Long Island Railroad, Bushwick Junc....	Bushwick	Bushwick	2.32	Leased..	.....	2.32
* Long Island Railroad, Woodlawn Junc..	Flatbush avenue..	Flatbush avenue..	7.19	Leased..	7.19	14.38

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	6	Feet. 491
Wooden trestles.....	7	21,995
Total.....	13	22,486

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	\$7,125	30,000	16½	7	.....
First-class passenger cars.....	74	\$4,800	46,000	16½	74	74
Baggage, mail and express cars.....	2	1,100	22,400	16½	2	.....
Total	76	.....	.....	.....	76	74
Box freight cars	20	\$429	23,000	16½	.....	.....
Flat freight cars	12	300	16,000	16½	.....	.....
Caboose, 8-wheel cars.....	1	1,100	22,400	16½	.....	.....
Service cars	10	200	16,000	16½	.....	.....
Total	43	.....	.....	.....	.....	.....

Passenger cars are equipped with Eames patent brake and Miller coupler, freight cars with ordinary hand brake.
 Green split switches are used on all passenger tracks.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	\$106,737 00
Road crossing road over or under grade.....	1
Highway crossings at grade without protection.....	18
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	4
Airhead obstructions less than 30 feet above track	2

* Portions of Long Island Railroad used by agreement.

Passenger cars are heated by steam from locomotives, lighted by mineral sperm oil and ventilated by opening in clear story.

Long Island Express Company runs over this road and receives twenty-five per cent of gross earnings.

The United States mails are carried at certain rates per mile per annum based on weight. Total compensation for fiscal year, \$792.66, which amount includes part of the previous year's compensation.

DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Flour.....	230	35
Meats and provisions	254	40
Lumber	25,840	39.98
Pig, bar iron, steel and iron or other ores.....	216	34
Coal and coke	17,660	27.55
Petroleum and other oils.....	130	20
All other manufactures.....	3,783	5.96
All other merchandise	6,270	9.88
All other agricultural products	893	1.41
All other articles not included above	2,681	4.19
Total	63,477	100

NUMBER OF ACCIDENTS.

Other than passengers or employees, injured..... 2

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 190
Aggregate amount of salaries and wages paid them during the year..... \$93,394 25

Officers of the Company.

Name.	Title.	Official Address
AUSTIN CORBIN.....	President.....	192 Broadway, New York city.
CHARLES M. PRATT	Vice-President.....	192 Broadway, New York city.
BENJAMIN NORTON.....	Second Vice-President	Long Island City, N. Y.
GEORGE S. EDGELL.....	Treasurer ..	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN.....	Babylon, L. I., N. Y.
CHARLES M. PRATT	Brooklyn, N. Y.
JAMES G. K. DUKER	New York city.
WM. H. KENDALL.....	Brooklyn, N. Y.
BENJAMIN NORTON.....	New York city.
GEORGE S. EDGELL.....	New York city.
WM. G. WHEELER.....	New York city.
EVERETT R. RAYNOLDS	New York city.
FRANK M. KELLEY.....	New York city.
WILLIAM J. KELLEY.....	Brooklyn, N. Y.
JOHN STRAITON.....	New York city.
FRANK L. BABBITT	Brooklyn, N. Y.
SIDELL TILGHMAN	Whitestone, L. I., N. Y.

Name of company, New York and Rockaway Beach Railway Company.

General offices at Rockaway Park, Long Island, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Tuesday in March.

For information concerning this report, address J. Carlsen, Auditor, Long Island City, N. Y.

NEW YORK AND SEA BEACH.

(Date of charter, May 12, 1863.)

The property of the former New York and Sea Beach Railroad Company came into the hands of the present company by purchase from John J. Carolin and Frederick Hewitt, who had bid the same in at foreclosure sale, for five hundred thousand dollars, the amount of their bid which was paid in stock of the new corporation.

The present New York and Sea Beach Railway Company was organized under the General Railroad Law and filed its certificate in accordance therewith May 12, 1863.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of property and now outstanding.....	5,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	May 14, 1883	16	p.c. 7	Mar. & Sept.	\$200,000	\$200,000	*
Second mort. bonds	Sept. 1, 1885	5	6	Mar. & Sept.	200,000	1,947,000	\$194,700
Bond and mortgage.	June 1, 1880	1	5	May & Nov.	22,288	22,288	*
Bond and mortgage.	June 1, 1880	1	5	Jan. & July.	7,500	7,500	*
Bond and mortgage.	Feb. 1, 1884	1	5	May & Nov.	4,000	4,000	†
Total .....	.....	.....	.....	.....	\$433,788	\$428,488	\$194,700

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Graffing, masonry and ballast .....	.....	\$9,744 53
Bridges	\$264 05	12,709 75
Rails .....	.....	9,949 70
Land	1,320 96	9,552 27
Passenger and freight stations .....	.....	86,244 57
Engine and car houses .....	.....	4,491 45
Shops, machinery and tools.....	.....	1,716 19
Fuel and water stations.....	.....	129 17
Engineering expenses .....	.....	140 00
Purchase of constructed road and equipment and telegraph line, Sundries .....	.....	729,788 00
		2,627 71
Total cost of road.....	\$1,585 01	\$817,273 84
EQUIPMENT.		
Locomotives .....	.....	\$23,962 52
Passenger cars.....	\$1,898 74	24,554 52
Freight and other cars.....	.....	2,072 67
Total cost of equipment	\$1,898 74	\$50,589 71
and total cost of road and equipment.....	\$3,483 75	\$867,863 05

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Improvement of bridge at Manhattan crossing.....	\$264 05
Purchase of land under water and sundries.....	1,320 96
Payments under car trust agreement for passenger cars and locomotives.....	1,898 74
	\$3,483 75

* Debt of former company, assumed. † Purchase money mortgage, assumed.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$71,915 25
Less operating expenses (excluding all taxes).....	70,900 04
Net earnings from operation	\$1,015 21
<i>Income from other sources as follows, viz.:</i>	
Terminal property	44,301 11
Gross income from all sources	\$45,316 42
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$15,689 40
Taxes on earnings and capital stock	456 15
Interest on floating debt	144 54
Terminal property expenses	4,828 50
	\$1,118 59
Surplus for year ending June 30, 1892	\$24,202 73

General Income Account.

Surplus for year ending June 30, 1892	\$24,202 73
Deficit up to June 30, 1891	10,689 74
Total surplus June 30, 1892	\$13,512 99

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$8,397 48	\$8,397 48
Passengers, all local	\$60,681 41		60,681 41
<i>Miscellaneous, as follows, viz.:</i>			
Charter of flat and passenger cars.	\$2,158 50		
Sundries	888 46		
	2,988 46		2,988 46
Total gross earnings	\$63,617 87	\$8,397 48	\$71,915 25

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$12,928 22	\$23 60	\$12,951 82
Repairs of roadbed	29 90		29 90
Repairs of bridges (including culverts and cattle guards)	1,255 55		1,255 55
Repairs of stations, shops, docks, etc.	2,300 06	12 60	2,312 66
Repairs of fences	41 10		41 10
Total	\$16,725 63	\$75 20	\$16,800 83
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$3,233 08		\$3,233 08
Repairs of cars	2,435 41	\$11 34	2,446 75
Repairs of machinery and tools	76 48	7 00	83 48
Total	\$5,744 97	\$18 34	\$5,763 31
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,453 97	\$302 79	\$1,756 76
Wages of engineers and firemen	2,47 70	1,107 55	3,585 25
Fuel for locomotives	3,775 43	858 22	4,633 65
Oil and waste	168 58		168 58
Water supply	479 86		479 86
Other train supplies and expenses	399 72		399 72
Wages of station agents and clerks	1,988 06		1,988 06
Wages for labor at stations		463 56	463 56
Station supplies	2,591 64		2,591 64
Wages of watchmen, flagmen and switchmen ..	3,218 43		3,218 43
Total	\$16,605 69	\$3,180 23	\$19,785 92

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$14,175 30	.....	\$14,175 30
General office expenses and supplies.....	2,141 48	.....	2,141 48
Stationery and printing.....	1,059 78	.....	1,059 78
Outside agencies and advertising.....	7,878 01	.....	7,878 01
Legal expenses.....	2,665 09	.....	2,665 09
Damage to cattle and property.....	75 00	.....	75 00
Other general expenses.....	1,107 48	.....	1,107 48
Total.....	\$28,597 94	.....	\$28,597 94
Grand total operating expenses.....	\$27,625 87	\$2,274 67	\$70,900 04

General Balance Sheet June 30, 1898.

ASSETS.		
Cost of road and equipment.....		\$307,663 05
<i>Other permanent investments as follows, viz.:</i>		
Stock of other companies.....		5,000 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$4,724 54	
Open accounts.....	89,746 16	
Materials and supplies.....	2,981 49	
Bundries.....	56,414 56	
		157,816 75
		<u>\$1,080,679 80</u>
LIABILITIES.		
Capital stock.....		\$300,000 00
Funded debt.....		498,488 09
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$47,406 99	
Audited vouchers and pay-rolls.....	2,288 48	
Open accounts.....	26,126 71	
Loans and bills payable.....	13,696 63	
		89,518 81
Profit and loss (surplus).....		18,669 99
		<u>\$1,080,679 80</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	785,888
Number of passengers carried one mile.....	4,411,399
Number of tons of freight carried.....	20,901
Number of tons of freight carried one mile.....	126,406
Passenger train mileage.....	58,600
Freight train mileage.....	8,608
Mixed freight and passenger.....	1,592
All other train mileage.....	591
Total train mileage.....	<u>64,891</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$60,631 41	\$67,625 87	\$6,993 96
Average per passenger carried.....	068	093	10
Average per passenger per mile.....	0137	0153	0016
Average per passenger train per mile.....	1,085	1154	119
Freight earnings and expenses (including miscellaneous earnings).....	8,327 48	3,374 67	Profit.
Average per ton of freight carried.....	327	166	841
Average per ton of freight per mile.....	008	026	04
Average per freight train per mile.....	2 36	933	1 427

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	1.8
Average rate received per mile per ton for carrying freight, all classes.....	6.8

Description of Road and Equipment.

	Miles owned, all in N. Y. State.
Main line laid from Bay Ridge to Coney Island, single track.....	6
Second track on main line.....	6
Sidings and turnouts on main line.....	2
Grand total of tracks, sidings and turnouts.....	14
Laid with steel rail, main line.....	4
Laid with iron rail main line.....	6
Laid with iron rail, sidings.....	2

Average life of rails — steel, 15 years; iron, 10 years; average life of ties, 5 years; weight of rails per yard — steel, 55 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and ashes.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 108
Wooden bridges.....	3	336
Total.....	4	444

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.
Locomotives, 4 drivers.....	5	1	6	\$5,700	60,000	15	6
First-class passenger cars.....	31	10	41	\$1,500	16,000	10	41
Box freight cars.....	3	.....	3	\$500	14,000	15	3
Flat freight cars.....	12	.....	12	400	14,000	10	.....
Total.....	14	.....	14	.....	.....	.....	3

Engines with brake and ordinary coupler are in use on all cars.
Mainapo safety switch used exclusively on this road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	
Total assessed value of real estate and personal property of company.....	\$96,411
Length of steel rails laid during year in repairs, miles.....	1
Railroad crossing road at grade.....	
Railroad crossing road over or under grade.....	
Highway crossings at grade without protection.....	
Highway crossings at grade protected by gates or flagmen.....	
Highway crossings over or under grade.....	
Overhead obstructions less than 30 feet above track.....	

Passenger cars are heated by stoves, lighted with kerosene and ventilated by roof ventilators.

NEW YORK AND SEA BEACH.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Ashes.....	97
Sand, clay and gravel.....	8,858
Brick.....	2,300
Paving blocks.....	8,945
Lumber.....	540
Pig and bar iron and steel.....	5
Crushed stone.....	3,206
Coal and coke.....	159
Curbstone.....	728
Merchandise carried in the nature of express as packages, no weight.....	16
	<hr/> 20,901 <hr/>

EMPLOYEES.

Average number of persons employed (including officials) during the season.... 70

Officers of the Company.

Name.	Title.	Official Address.
ALBICK H. MAN.....	President.....	New York city.
L. C. LATHROP.....	Vice-President.....	New York city.
JAMES T. NELSON.....	Secretary and Treasurer.....	New York city.
RICHARD A. LAKE.....	Superintendent.....	Bay Ridge, L. I., N. Y.

Directors of the Company.

Name.	Residence.
ALBICK H. MAN.....	Richmond Hill, L. I., N. Y.
L. C. LATHROP.....	New York city.
GEO. PRABODY WETMORE.....	New York city.
WM. O. PLATT.....	Brooklyn, N. Y.
JAS. T. NELSON.....	Gravesend, L. I., N. Y.
CHAR. C. PROTERKIOS.....	Richmond Hill, L. I., N. Y.

Title of company, New York and Sea Beach Railway Company.
General offices at 56 Wall street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, fourth Tuesday in November.
For information concerning this report, address Albick H. Man, President.

NEW YORK, WESTCHESTER AND PUTNAM.

LESSOR.

LESSOR — NEW YORK AND NORTHERN.

(Date of charter, July 3, 1877.)

No report filed for year ending June 30, 1893.

NIAGARA FALLS BRANCH.

LESSOR.

LESSOR — ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, December 24, 1873.)

The Niagara Falls Branch Railroad Company was organized December 16, 1873, under an "Act authorizing the formation of railroad corporations and to regulate the same," passed April 8, 50. The original articles of agreement were filed in the office of the Secretary of State December 24, 1873.

This road is leased to the Rome, Watertown and Ogdensburg Railroad Company. Annual rental seven per cent per annum on its capital stock of \$250,000, payable on May 1 and November 1. Lease assumed by the New York Central and Hudson River Railroad Company March 1891.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	2,600	\$260,000	\$242,736

Number of stockholders 15

Cost of Road.

Total cost up to
June 30, 1892.

Construction account..... \$242,736 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$242,736 00

Current assets, as follows, viz.:

Rome, Watertown and Ogdensburg Railroad Company 6,244 00

\$250,000 00

LIABILITIES.

Capital stock \$250,000 00

Officers of the Company.

Name.	Title.	Official Address.
CHARLES PARSONS, Jr.....	President.....	96 Broadway, N. Y. city
JOSEPH A. LAWYER.....	Secretary and Treasurer	96 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
CHARLES PARSONS.....	New York city.
CHARLES PARSONS, Jr.....	New York city.
EDWIN PARSONS, 3rd.....	New York city.
WILLIAM LUMMIS.....	New York city.
CLARENCE S. DAY.....	New York city.
JOSEPH A. LAWYER.....	New York city.
CHARLES G. BURNHAM.....	New York city.
GEORGE PARSONS.....	New York city.
WILLIAM H. PLATT, Jr.	Brooklyn, N. Y.
WILLIAM F. DOOLITTLE	Brooklyn, N. Y.
WILLIAM E. HOPKINS.....	Mount Vernon, N. Y.
LEWIS A. EMERSON.....	St. Albans, Vt.
WALTON FERGUSON	Stamford, Conn.

Title of company, Niagara Falls Branch Railroad Company.

General offices at 96 Broadway, New York city.

For information concerning this report, address J. A. Lawyer, Treasurer.

NORTHERN ADIRONDACK.

(Date of consolidation, April 5, 1890.)

The road was organized in 1885 with a capital stock of \$150,000.

On April 4, 1890, the road was consolidated with the Northern Adirondack Extension Railroad Company, under an agreement of consolidation filed in the Secretary of State's office, April 5, 1890, and the capital stock was made \$450,000, of which \$300,000 was issued in exchange for the capital stock of the Northern Adirondack Extension Railroad Company, under the consolidation, that being the amount of the capital stock of the Northern Adirondack Extension Railroad Company.

On July 5, 1890, a mortgage of \$77,000 was put upon the property of the Northern Adirondack Railroad Company, redeemable on any July first or January first, after January 1, 1893.

On April 4, 1890, a mortgage of \$325,000 was put upon the entire property. None of the bonds covered by this mortgage have been sold, but the entire issue has been pledged for the payment of certain of the debts of the company.

It is proposed, upon an increase of stock, to cancel this mortgage and make a new mortgage only sufficient in amount to take up the existing \$77,000 mortgage and the balance of the company's indebtedness.

NORTHERN ADIRONDACK.

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Capital Stock and Funded Debt. CAPITAL STOCK

	COMMON	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	8,400	\$840,000
Number of stockholders.....		18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage	July, 1889	10	p.c.	Jan. and July	\$77,000	\$77,000	\$77,000
* Mortgage	April, 1890	30	6	Jan. and July	\$25,000	\$25,000	
Total					\$902,000	\$902,000	

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$751,474 46
Bridges		85,115 46
Superstructure (including ties)		75,116 06
Rolls		\$75,302 18
Land		8,490 10
Land damages		5,400 00
Fences		6,290 92
Passenger and freight stations.....		18,065 57
Engine and car houses		9,300 15
Shops, machinery and tools.....		25,320 18
Fuel and water stations		6,861 49
Engineering expenses.....		16,098 50
Total cost of road		\$1,229,790 00
EQUIPMENT.		
Locomotives		\$5,000 00
Freight and other cars		10,741 09
Total cost of equipment.....		\$15,741 09
Grand total cost of road and equipment		\$1,245,461 09

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$187,356 96
Less operating expenses (excluding all taxes)		86,368 08
Net earnings from operation.....		\$100,991 98
Income from other sources as follows, viz.:		
Rebills	\$74 25	
Car mileage	9,957 86	
		\$10,031 81
Gross income from all sources		\$111,023 54
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	\$16,630 00	
Depreciation on cars and locomotives.....	20,000 00	
Taxes on property used in operation of road	8,815 21	
		40,435 21
Surplus for year ending June 30, 1892		\$70,588 33

The bonds of the mortgage for \$825,000 have not been negotiated. This mortgage is held as collateral security for indebtedness to Franklin Trust company for \$150,000. The \$825,000 is first mortgage bonds and the \$77,000 is to be retired as soon as the bonds of \$1,000 are sold, out of the proceeds of this mortgage. The item of interest on funded debt accrued, in income account for the year, includes interest on this loan of \$150,000.

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892.....	\$70,528 23
Surplus up to June 30, 1891.....	54,755 71
Total surplus June 30, 1892.....	\$125,284 04

DETAILED STATEMENT OF RENTALS.

Nearly all cars and locomotives used by this company are leased, and amount paid for use of same during past year shown in income account for year.....	\$20,000 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$121,304 78	\$121,304 78
Passengers, all local.....	\$54,406 51		54,406 51
Mail.....	2,411 75		2,411 75
Express.....	5,479 48		5,479 48
Miscellaneous, as follows, viz.:			
Telegraph.....		2,065 14	2,065 14
Total gross earnings.....	\$63,300 04	\$124,059 92	\$187,359 96

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$7,492 62	\$14,544 40	\$22,037 11
Repairs of bridges (including culverts and cattle-guards).....	266 93	459 93	606 86
Repairs of stations, shops, docks, etc.....	187 56	957 00	404 56
Other expenses for maintenance of way and structures.....	74 51	144 64	219 15
Total.....	\$7,941 69	\$15,416 06	\$23,357 66

Maintenance of equipment:

Repairs of locomotives.....	\$1,035 04	\$2,009 19	\$3,044 23
Repairs of cars.....	2,870 23	5,571 63	8,441 86
Repairs of machinery and tools.....	316 87	615 10	931 97
Other expenses for maintenance of equipment.....	582 38	1,130 49	1,712 87
Total.....	\$4,804 52	\$9,326 41	\$14,130 93

Conducting transportation:

Wages of conductors and men.....	\$2,228 19	\$4,344 92	\$6,573 11
Wages of engineers and firemen.....	2,184 15	4,839 88	6,423 93
Fuel for locomotives.....	5,468 18	16,510 51	21,978 69
Oil and waste.....	509 27	988 68	1,497 95
Water supply.....	134 28	261 24	395 52
Other train supplies or expenses.....	36 67	70 99	107 66
Wages of station agents and clerks.....	1,823 99	3,540 48	5,364 47
Station supplies.....	22 68	43 93	66 61
Wages of watchmen, flagmen and switchmen.....	530 57	1,029 94	1,560 51
Other expenses for conducting transportation.....	251 69	488 58	740 27
Total.....	\$14,138 12	\$25,619 90	\$39,758 02

General expenses:

Salaries of general officers and clerks.....	\$3,166 83	\$4,305 90	\$7,472 73
General office expenses and supplies.....	35 41	49 23	84 64
Stationery and printing.....	244 10	435 03	679 13
Outside agencies and advertising.....	17 65	34 25	51 90
Legal expenses.....	51 97	100 89	152 86
Loss and damage of freight and baggage.....	51 96	100 85	152 81
Damage to cattle and property.....	351 39	682 10	1,033 49
Telegraph maintenance and operation.....	79 31	153 94	233 25
Other general expenses.....	459 42	6,8 23	1,330 65
Total.....	\$3,420 89	\$6,140 51	\$10,061 40

Grand total operating expenses.....	\$20,404 15	\$57,002 88	\$77,407 03
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NORTHERN ADIRONDACK.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....		\$1,229,720 00
Cost of equipment.....		15,741 09
<i>Other permanent investments, as follows, viz.:</i>		
Real estate and building		17,079 27
Horses, coaches, harness, etc., used on stage line.....		1,252 50
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$1,192 79	
Due by agents.....	9,121 62	
Open accounts	172,277 06	
Material and supplies	6,885 72	
		188,977 19
		<u>\$1,452,770 05</u>

LIABILITIES.

Capital stock	\$840,000 00
Funded debt.....	77,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	8,260 00
Audited vouchers and pay-rolls	12,458 01
Loans and bills payable, Franklin Trust Company.....	150,000 00
Balance due John Hurd for construction of twenty-two miles of road, put in operation July, 1890.....	239,720 00
Profit and loss (surplus).....	125,842 04
	<u>\$1,452,770 05</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	12,334	31,112	43,446
Number of passengers carried one mile.....	448,715	744,208	1,292,923
Number of tons of freight carried.....		105,104	
Number of tons of freight carried one mile.....		2,601,540	
Passenger train mileage		54,298	
Freight train mileage		43,850	
All other train mileage.....		42,494	
Total train mileage.....		140,642	

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$63,300 04	\$29,365 15	\$33,934 89
Average per passenger carried.....	1,457	676	778
Average per passenger per mile	048	023	025
Average per passenger train per mile.....	1,165	541	624
Freight earnings and expenses (including miscellaneous earnings)	124,059 92	57,002 88	67,057 04
Average per ton of freight carried	1 180	542	638
Average per ton of freight per mile	047	021	026
Average per freight train per mile.....	2 84	1 30	1 54

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	4.1
Average rate received per mile per ton for carrying freight, all classes.....	4.6

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Moira to Tupper Lake, single track.....	55
Sidings and turnouts on main line.....	2.55
Total of tracks, sidings and turnouts.....	<u>57.55</u>
Laid with steel rail, main line	57.55
Average life of rails — steel, 21 years; average life of ties, 7 years; weight of rails per yard — maximum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

Traffic and Mileage Statistics — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges.....	3	440

EQUIPMENT.	Number owned.	No leased.	Total number.	Average cost of each	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 6 drivers.....	1	.....	1	\$3,000	30,000	1
Locomotives, 4 drivers.....	1	4	5	7,000	100,000	5
Total	2	4	6	.....	.....	6
First-class passenger cars.....	.....	8	.....	\$3,000	.....	.....
Baggage, mail and express cars.....	.....	4	.....	900	.....	.....
Total .....	.....	7	.....	.....	.....	.....
Box freight cars .....	.....	400	400	.....	.....	.....
Flat freight cars	45	105	150	.....	.....	.....
Total	45	505	550	.....	.....	.....

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with common coupler and hand brake.
Split switches are used exclusively on road.

Miscellaneous Statistics.

ITEM.	Entire line in New York State.
Telegraph owned and operated by company, miles.....	84
Railroads crossing road at grade.....	1
Highway crossings at grade without protection	12
Highway crossings over or under grade	1
Overhead obstructions less than twenty feet above track	1

Passenger cars are heated by coal, lighted with kerosene 800° test and ventilated in the usual way.
The express business on this line is carried on by the railroad company.
Wagner palace sleeping cars are run during July, August and September. They collect their own fare and the railroad company pays one cent per mile for use of cars, amounting to \$125.41 the past season.
The United States government pays for transportation of mails \$43.75 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage	Per cent.
Flour	2,114	
Grain.....	3,634	5
Meat and provisions	1,356	3
Lumber	66,051	8
Pig and bar iron and steel	9,875	4
Coal and coke.....	5,775	4
Petroleum and other oils	212	2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	2,611	5
All other manufactures.....	535	5
All other merchandise	6,150	9
All other agricultural products.....	1,683	6
All other articles not included above.....	5,108	9
Total	105,104	1

NORTHERN ADIRONDACK.

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NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	2	1	3
Others, not passengers.....	2	2
Total	2	3	5

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 145
 Aggregate amount of salaries and wages paid them during the year \$71,513 87

Officers of the Company.

Name.	Title.	Official Address.
JOHN HURD.....	President and General Manager.....	Santa Clara, N. Y.
EDWIN PACKARD.....	Vice-President.....	New York city.
CROWELL HADDEN, Jr..	Secretary.....	Brooklyn, N. Y.
D. C. SQUIRES.....	Treasurer.....	Santa Clara, N. Y.
M. A. CHAMBERS.....	Auditor.....	Santa Clara, N. Y.
S. A. DAY.....	Car Agent.....	Santa Clara, N. Y.
E. LALINE.....	Master Mechanic.....	Santa Clara, N. Y.
M. G. DESHAU.....	Superintendent Bridges and Buildings.....	Santa Clara, N. Y.
M. KEEFE.....	Road Master.....	Santa Clara, N. Y.
S. A. BEMAN.....	Attorney.....	Malone, N. Y.

Directors of the Company.

Name.	Residence.
EDWIN PACKARD.....	New York city.
WM. C. KELLOGG.....	Brooklyn, N. Y.
GEO. H. SOUTHARD.....	Brooklyn, N. Y.
EDWARD KENT.....	New York city.
L. B. BUNNELL.....	New York city.
GEO. H. MADDOCK.....	Boston, Mass.
A. C. ALLISON.....	Malone, N. Y.
S. A. BEMAN.....	Malone, N. Y.
F. J. HADLEY.....	Malone, N. Y.
A. T. KINGSLEY.....	Santa Clara, N. Y.
JOHN HURD.....	Santa Clara, N. Y.
E. E. BURKLEY.....	Tupper Lake, N. Y.
P. A. DUCHEY.....	Brandon, N. Y.

Title of company, Northern Adirondack Railroad Company.
 General offices at Santa Clara, N. Y.
 Date of close of fiscal year, June 30
 Date of stockholders' annual meeting, second Wednesday in June.
 For information concerning this report, address M. A. Chambers, Auditor.

NORTHERN OF NEW JERSEY.

LESSOR.

LESSOR—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 9, 1854.)

This road was opened for business in May, 1869. It has been operated under a contract since November, 1868, by the New York, Lake Erie and Western Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	10,000	\$1,000,000	\$ 1,000,000

Number of stockholders..... 16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amt outstanding.
			Rate.	When payable.			
First mortgage.....	July, 1887	30	p.c. 6	Jan. & July	\$700,000	\$654,000	\$654,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$9,373 11	.....
Bridges	5,646 88	.....
Superstructure (including ties).....	98 11	.....
Land	175 00	.....
Passenger and freight stations	371 64	.....
Total cost of road heretofore reported .....	.....	\$1,638,046 87
Total cost of road.....	\$15,546 94	\$1,654,592 91

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Paid on account of second track.....	\$15,546 94
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$129,634 83
Less operating expenses (excluding all taxes).....	88,893 71

Net earnings from operation	\$90,940 98
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Income from other sources as follows, viz.:

Rent interest	3,623 85
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Gross income from all sources	\$98,764 17
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Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$28,880 00
Rentals	9,625 00
Taxes on property used in operation of road	6,541 40
Taxes on earnings and capital stock.....	290 89
	55,276 90

Net income from all sources	\$38,527 18
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Payments from net income as follows, viz.:

Dividends declared, 4 per per cent on \$1,000,000 common stock	40,000 00
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Deficiency for year ending June 30, 1892	\$1,472 98
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General Income Account.

Deficiency for year ending June 30, 1892.....	\$1,472 98
Surplus up to June 30, 1891.....	4,594 83

Total surplus June 30, 1892	\$3,121 81
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$1,654,592 91
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Current assets, as follows, viz.:

Cash on hand	\$35,608 93
Due by agents.....	4,791 32
Open accounts	127,697 89
	927,891 64

\$1,652,454 55

NORTHERN OF NEW JERSEY

475

LIABILITIES.	
Capital stock	\$1,000,000 00
Funded debt.....	684,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid.....	20,000 00
Open accounts	305,802 74
Profit and loss (surplus)	8,191 81
	<u>\$1,889,484 55</u>

Officers of the Company.

Name.	Title.	Official Address.
J. HULL BROWNING.....	President	Tenafly, N. J.
WILLIAM C. BROWNING.....	Vice-President	Tenafly, N. J.
ORVILLE A. ROORBACH	Secretary and Treasurer.....	Tenafly, N. J.

Directors of the Company.

Name.	Residence.
J. HULL BROWNING	Tenafly, N. J.
WILLIAM C. BROWNING	New York city.
HENRY U. MARQUAND.....	New York city.
JOHN W. HECK	Jersey City, N. J.
JAMES WILKINSON.....	New York city.
ELIAS H. Sisson.....	Tenafly, N. J.
JAMES W. McCULLOCH.....	Englewood, N. J.
F. W. HOPKINS	Closter, N. J.
O. A. ROORBACH.....	Piermont, N. Y.

Title of company, Northern Railroad Company of New Jersey.
 General offices at Tenafly, N. J.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, third Wednesday in June.
 For information concerning this report, address O. A. Roorbach, Secretary and Treasurer

NYACK AND NORTHERN.

LESSOR.

LESSEE - NORTHERN NEW JERSEY.

OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, November 25, 1868.

This company was organized under the general railroad law. The road of this company was constructed during the years 1869 and 1870 and opened for business in May, 1870. It was leased to the Northern Railroad Company of New Jersey from the commencement of operations on it.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
authorized by law or charter	750	\$75 000 00	.....
issued for actual cash and now outstanding	748	74,800 00	\$78,250 00

umber of stockholders

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
*First mortgage	Jan., 1870	20	p.c. 6	Jan. and July.	\$150,000	\$150,000	\$76,000
Second mortgage ...	Jan., 1875	20	7	Jan. and July.	7,500	7,500	7,500
Total					\$157,500	\$157,500	\$83,500

Cost of Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$77,518 04
Superstructure (including ties).....		92,148 19
Land		58,810 46
Passenger and freight stations.....		16,478 95
Engineering expenses		10,140 78
Total cost of road.....		\$249,586 86

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:	
Rent.....	\$9,525 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	9,525 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$249,586 86
LIABILITIES.	
Capital stock	\$78,250 00
Funded debt	157,500 00
Current liabilities as follows, viz.:	
Open accounts	18,836 86
	\$249,586 86

Officers of the Company.

Name.	Title.	Official Address.
ELIAS H. SISSON.....	President.....	Tenafly, N. J.
ORVILLE A. ROORBACH	Secretary and Treasurer	Tenafly, N. J.

Directors of the Company.

Name.	Residence.
ELIAS H. SISSON	Tenafly, N. J.
J. HULL BROWNING.....	Tenafly, N. J.
ALEXANDER S. DIVEN.....	Elmira, N. Y.
WILLIAM A. SHEPARD.....	New York city.
O. A. ROORBACH.....	Piermont, N. Y.
Two vacancies.	

Title of company, Nyack and Northern Railroad Company.
General office at Tenafly, Bergen county, New Jersey.
Date of close of fiscal year, December, 31.
Date of stockholders' annual meeting, second Wednesday in February.
For information concerning this report address O. A. Roorbach, Secretary and Treasurer.

* Extended for ten years from January 1, 1890.

OGDENSBURG AND LAKE CHAMPLAIN

INCORPORATED BY THE CENTRAL VERMONT

January 1st 1891

The Saratoga and St. Lawrence Railroad and the Ogdensburg and Lake Champlain Railroad are hereby consolidated and the consolidated company is hereby incorporated under the laws of the State of New York.

Capital Stock and Funded Debt

CAPITAL STOCK

	COMMON		PREFERRED	
	Number of Shares	Par Value	Number of Shares	Par Value
Authorized by law or charter and actually issued		\$1,000,000		\$100,000
Graded, built, and equipped for				\$1,000,000

FUNDED DEBT

Description of Loan	Date	Term	Rate	When Payable	Amount Borrowed	Amount Outstanding
First mortgage on real estate	April 1st 1891	20 years	5%	April 1st 1911	\$1,000,000	\$1,000,000
Guaranteed bonds	January 1st 1891	20 years	5%	January 1st 1911	100,000	100,000
Income bonds	April 1st 1891	20 years	5%	April 1st 1911	100,000	100,000
Total					\$1,100,000	\$1,100,000

Cost of Road and Equipment

Total cost up to July 1st 1892

Grading, masonry at terminal	\$1,231,541.87
Bridges	28,279
Superstructure including track	1,231,541.87
Rails	1,231,541.87
Land for right of way	34,722
Fences	1,231,541.87
Passenger and freight stations	4,121,611
Engine and fuel house	5,281,071
Sheds for material and tools	1,231,541.87
Fuel and water supplies	1,231,541.87
Engine and fuel house	1,231,541.87
Interest on debt from July 1st 1891 to July 1st 1892	1,231,541.87
Road and equipment	1,231,541.87
Purchase of construction material	1,231,541.87
Telegraph and telephone	1,231,541.87
Wharfage	1,231,541.87
Elevator	1,231,541.87
Verdict of trial jury on July 1st 1892	\$1,231,541.87
Land for extension of road	1,231,541.87
Total cost of road	\$1,231,541.87

EQUIPMENT.

Locomotives.....	\$328,222 08
Passenger cars.....	64,100 26
Mail, baggage and express cars.....	18,422 59
Freight and other cars.....	1,791,210 25
Total cost of equipment.....	\$3,190,975 29
Grand total cost of road and equipment.....	\$7,553,009 44

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....	\$358,415 96
Less operating expenses (excluding all taxes).....	566,122 47
Net earnings from operation.....	\$392,293 51
Income from other sources, as follows, viz.:	
Rents.....	3,915 89
Gross income from all sources.....	\$396,210 21
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued.....	\$324,000 00
Rentals.....	3,500 00
Taxes on property used in operation of road.....	30,494 18
Taxes on earnings and capital stock.....	115 41
Interest on floating debt.....	6,043 85
	394,153 44
Surplus for year ending June 30, 1892.....	\$32,057 87

General Income Account.

Surplus for year ending June 30, 1892.....	\$32,057 87
Deficit up to June 30, 1891.....	84,169 71
Total deficit June 30, 1892.....	\$52,101 84

DETAILED STATEMENT OF RENTALS.

Saratoga and St. Lawrence Railroad, leased June 1, 1890, began to operate May 1, 1890, at the yearly rental of.....	\$3,500 00
St. Lawrence and Adirondack Railroad, operating agreement April 4, 1892, rental not yet in effect.	

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$560,810 83		
Freight, local.....	115,904 46		
		\$676,075 29	\$676,075 29
Passengers, through.....	\$66,465 54		
Passengers, local.....	96,061 52		
	\$162,407 06		162,407 06
Mail.....	12,923 63		12,923 63
Express.....	6,000 00		6,000 00
Total gross earnings.....	\$189,340 60	\$676,075 29	\$358,415 96

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$20,526 08	\$45,986 89	\$66,512 97
Repairs of bridges (including culverts and cattle guards).....	2,787 71	6,136 12	8,923 83
Repairs of stations, shops, docks, etc.....	3,954 71	7,944 34	11,899 05
Repairs of fences.....	725 51	1,614 85	2,340 36
Other expenses for maintenance of way and structures.....	1 79	3 98	5 77
Total.....	\$27,975 80	\$60,681 21	\$88,657 01

Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$14,008 30	\$21,180 21	\$45,188 71
Repairs of cars	15,063 55	23,506 48	48,560 09
Repairs of machinery and tools	762 61	1,897 42	2,460 03
Other expenses for maintenance of equipment.	819 42	710 90	1,080 22
Total	\$30,144 16	\$67,095 05	\$97,229 21
<i>Conducting transportation:</i>			
Wages of conductors and men	\$12,814 04	\$28,621 58	\$41,325 62
Wages of engineers and firemen	15,953 51	25,507 19	41,450 70
Fuel for locomotives	40,171 80	89,414 54	129,586 44
Oil and waste	1,247 97	2,777 78	4,025 70
Water supply	727 25	1,540 99	2,268 25
Other train supplies or expenses	1,174 00	2,618 11	3,792 11
Wages of station agents and clerks	17,530 77	39,080 10	56,550 87
Wages for labor at stations .....	.....	10,909 90	10,909 90
Station supplies	2,247 26	5,001 96	7,249 22
Wages of watchmen, flagmen and switchmen ..	1,291 91	2,875 53	4,167 44
Other expenses for conducting transportation ..	321 80	715 28	1,036 08
Total	\$68,489 32	\$218,999 01	\$312,488 26
<i>General expenses:</i>			
Salaries of general officers and clerks	\$2,137 44	\$4,868 83	\$7,056 27
General office expenses and supplies	15 57	34 84	50 41
Stationery and printing	1,079 58	2,402 83	3,482 41
Outside agencies and advertising	1,162 29	2,587 04	3,749 33
Legal expenses	1,507 43	3,355 24	4,862 67
Loss and damage of freight and baggage	1,528 56	3,402 30	4,930 86
Insurance	517 28	1,151 86	1,669 14
Injuries to persons	2,458 81	5,461 70	7,920 51
Telegraph maintenance and operation	2,178 65	4,668 57	6,847 22
Mileage of cars of other companies (debit balance) .....	.....	25,210 64	25,210 64
Other general expenses	353 78	787 43	1,141 21
Total	\$12,979 54	\$55,100 58	\$68,080 12
Grand total operating expenses	\$168,990 52	\$403,181 85	\$565,122 47

General Balance Sheet June 30, 1892.

Assets.		
Cost of road and equipment		\$7,508,089 44
<i>Other permanent investments, as follows, viz.:</i>		
Bonds of other companies	\$880,000 00	
Improvement account	18,968 88	
Real estate	14,550 00	
		413,535 81
<i>Current assets, as follows, viz.:</i>		
Due by agents	\$112,800 61	
Open accounts	444,687 91	
Materials and supplies	10,768 57	
		568,256 09
		\$8,549,315 41
LIABILITIES.		
Capital stock		\$3,077,500 00
Funded debt		4,849,750 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$57,007 27	
Audited vouchers and pay-rolls	85,844 12	
Open accounts	284,214 03	
Loans and bills payable	95,000 00	
		622,065 42
		\$8,549,315 41

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	60,959	212,788	273,747
Number of passengers carried one mile.....	2,622,602	3,917,789	6,540,391
Number of tons of freight carried.....	875,752	214,924	1,090,676
Number of tons of freight carried one mile	78,909,678	20,829,881	99,739,559
Passenger train mileage	171,808	78,869	245,673
Freight train mileage	471,454	78,868	545,322
All other train mileage.....	267,885	.....	267,885
Total train mileage	911,148	147,737	1,058,885

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$182,340 69	\$168,990 62	\$18,350 07
Average per passenger carried.....	666	599	067
Average per passenger per mile	027	025	002
Average per passenger train per mile.....	742	667	075
Freight earnings and expenses (including miscellaneous earnings)	676,075 29	402,131 85	273,943 44
Average per ton of freight carried.....	619	368	251
Average per ton of freight per mile....	006	004	002
Average per freight train per mile.....	1 239	737	508

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class.....	Cents. 2.36	Cents. 2.39	Cents. 2.375

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Ogdensburg to Rouse's Point, single track	118.	.....	.....	118.	118.
Branches or other roads, single track .....	.....	19.	38.9	19.	38.9
Total single track.....	118.	19.	38.9	137.	156.9
Total sidings and turnouts	36.5	.5	.5	37.	37
Grand total of tracks, sidings and turnouts	154.5	19.5	39.4	174.	193.
Laid with steel rail, main line	118.	.....	.....	118.	118.
Laid with steel rail, branches or other roads.....	.....	19.	38.9	19.	38.

Average life of rails — steel, 20 years; iron, 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 72 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rails.
Saratoga & St. Lawrence...	Molra.....	Bombay Junc....	8.50	8.50	Leased.	8.50
St. Lawrence & Adirondack	Malone Junc..	Beauharnois Junc.	8.40	80.40	Leased.	80.40

EQUIPMENT.	No. owned	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake	No. equipped with patent coupler
Locomotives, 6 drivers.....	10	\$10,000*	160,000	20	10	.....
Locomotives, 4 drivers.....	18	9,000	110,000	20	8	.....
Total	28	.....	.....	.....	18	.....
First class passenger cars.....	1	\$4,000	42,000	25	9	9
Baggage, mail and express cars	1	9,000	40,000	25	7	7
Total	16	.....	.....	.....	16	16
Box freight cars.....	1,150	\$800	22,000	15	.....	.....
Stock freight cars.....	20	800	20,000	15	.....	.....
Coal freight cars.....	43	450	20,000	15	.....	.....
Flat freight cars	109	250	18,000	15	.....	.....
Caboose, 4-wheel cars.....	9	450	14,000	20	.....	.....
Caboose, 8-wheel cars	18	600	21,000	20	.....	.....
Service cars.....	7	.....	.....	.....	.....	.....
Total	1,860	.....	.....	.....	.....	.....

*Westinghouse automatic brake and Miller car coupler used on passenger cars; common drawbars used on freight cars.

Crocker's patent and split switches used on portions of road, also one invented by former road master; safety switches are used on main line.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation ...	\$14,550
Railroads crossing road at grade.....	8
Highway crossings at grade without protection...	107
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	14
Overhead obstructions less than twenty feet above track.....	7

Passenger cars are heated by coal and steam, lighted by lamps, 800° test oil, and ventilated by deck ventilators.

American Express Company runs over road at \$5,000 per year.

The Wagner Palace Car Company's sleeping and parlor cars run over this line at the rate of 2 cents per mile.

Wagner Palace Car Company received \$2,028.98 during the year.

Adel, White, Blue, Canada Southern, Nickel Plate and Midland Fast Freight Lines are doing business over this road. Compensation to this company is in participating in the through rates.

Fixed pro rata on the mileage. The usual Master Car Builders' rules apply to use of track, machinery, repairs of cars, etc. The above lines and companies use partly cars bearing this company's initials and partly those furnished by other railroads forming lines. No preference.

Given in either speed or order of transportation.

The United States government pays for transportation of mails, \$1,044.60 per month.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	65,441	6.
Grain.....	338,110	31.
Meats and provisions.....	7,635	.7
Live stock.....	14,174	1.3
Lumber.....	174,508	16.
Pig and bar iron and steel	87,354	8.
Iron or other ores.....	10,906	1.
Coal and coke.....	250,835	23.
Petroleum and other oils.....	21,813	2.
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	5,453	.5
All other manufactures.....	27,267	2.5
All other merchandise	54,534	5.
All other agricultural products.....	21,813	2.
All other articles not included above	10,913	1.
Total	1,090,676	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	34	4	38
Employees	27	2	29
Others.....	4	4	8
Total	65	10	75

EMPLOYEES.

Average number of persons employed (including officials) during the year.....500

Aggregate amount of salaries and wages paid them during the year.....\$223,915 25

Officers of the Company.

Name.	Title.	Official Address.
B. B. SMALLEY.....	President	Burlington, Vt.
GEO. F. CHILDS.....	Secretary	St. Albans, Vt.
D. D. RANLETT.....	Treasurer	St. Albans, Vt.
CHAS. R. BATT	Register	Boston, Mass.
LOUIS HASBROUCK	Counsel	Ogdensburg, N. Y.

Directors of the Company.

Name.	Residence.
W. J. AVERIL.....	Ogdensburg, N. Y.
*J. GREGORY SMITH.....	St. Albans, Vt.
J. W. HOBART	St. Albans, Vt.
F. S. STRANAHAN	St. Albans, Vt.
E. C. SMITH.....	St. Albans, Vt.
J. R. LANGDON.....	Montpelier, Vt.
R. B. SMALLEY	Burlington, Vt.
S. A. CARLTON	Boston, Mass.
D. W. LAWRENCE	Malone, N. Y.
J. H. KIMBALL.....	Bath, Me.
LOUIS HASBROUCK.....	Ogdensburg, N. Y.
C. W. WITTERS	St. Albans, Vt.
JAS. AVERIL, Jr.....	Champlain, N. Y.

Title of Company, Ogdensburg and Lake Champlain Railroad Company.
General offices at St. Albans, Vermont.
Date of close of fiscal year, March 31.
Date of stockholders' annual meeting, Third Wednesday in June.
For information concerning this report address M. M. Reynolds, General Auditor.

* Deceased.

OLEAN, BRADFORD AND WARREN.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

(Date of charter, October 17, 1877.)

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,500	150,000	\$150,000

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN	President	Mills Building, New York city.
SAMUEL G. DE COURSEY	Vice-President	242 So. Third st., Philadelphia, Pa.
JOSEPH R. TRIMBLE	Secretary	242 So. Third st., Philadelphia, Pa.
FRANKLIN S. BUELL	Treasurer	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

Name	Residence.
SAMUEL G. DE COURSEY	Philadelphia, Pa.
C. H. ALLEN	New York city.
E. L. OWENS	New York city.
J. D. PROBST	New York city.
E. W. CLARK, Jr.	Philadelphia, Pa.
W. F. TIERS	Philadelphia, Pa.
G. E. BARTOL	Philadelphia, Pa.

Title of company, Olean, Bradford and Warren Railroad Company.

General offices at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address John F. Reynolds, Auditor.

ONTARIO, CARBONDALE AND SCRANTON.

LESSOR.

LESSEE—NEW YORK, ONTARIO AND WESTERN.

(Date of charter, October 3, 1890.)

The Ontario, Carbondale and Scranton Railway Company was organized by the consolidation of the Hancock and Pennsylvania Railroad Company, a company organized under the Laws of New York April 2 1889. The Forest City and State Line Railroad Company, a company organized under the Laws of Pennsylvania March 16, 1889, and the Scranton and Forest City Railroad Company, a company organized under the Laws of the State of Pennsylvania November 21, 1888, the lines of the three constituent companies forming a continuous line from a point on the line of the New York, Ontario and Western Railway, in Hancock, in the State of New York, to Scranton in the State of Pennsylvania.

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company by lease dated the 16th day of May, 1890, for the term of ninety-nine years from the 1st day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of \$75,000, to be paid in equal semi-annual payments, on the last days of November and May in each and every year during said term; also to pay further sum, as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, \$3,000, to be paid in equal quarterly payments, on the last days of August, November, February and May in each year; also to pay one per cent on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company from the use and operation of the railway, not exceeding, however, \$100,000 per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total Par value.	
Authorized by law or charter.....	15,000	\$1,500,000	.....
Issued for actual cash.....	18,080	\$1,308,000	\$1,308,000
Issued on account of construction.....	1,970	197,000	.....
Total now outstanding.....	15,000	\$1,500,000	\$1,308,000

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mort. bonds ..	Nov. 4, 1889	50	p.c. 5	June 1. Dec. 1	\$1,500,000	\$1,500,000	\$1,275,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$23,589 75	\$1,318,008 15
Bridges and trestles.....	121 57	217,727 31
Superstructure (including ties).....	848 54	105,589 42
Rails .....	.....	201,128 67
Land, and land damages.....	14,110 05	600,368 94
Fences	2,608 07	9,826 47
Passenger and freight stations, engine and car houses.....	7,813 07	65,708 22
Shops, machinery and tools, fuel and water stations, engineer- ing expenses.....	.....	58,800 54
Interest and discount charged to construction .....	.....	364,863 05
Road built by contract.....	.....	267,000 00
Telegraph line .....	.....	12,140 10
Other items	4,781 80	226,033 32
Total cost of road.....	\$52,817 85	\$3,547,803 29

Income Account for Year Ending June 30, 1892.

<i>Gross income, all sources, as follows, viz.:</i>		
Rental of property.....	\$94,890 65	
Maintenance of organization	8,000 00	
		\$97,89 65
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$75,000 00	
Maintenance of organization	8,208 00	
		78,20 00
Surplus for year ending June 30, 1892.....		\$19,62 65

General Income Account.

Surplus for year ending June 30, 1892.....	\$19,62 65
Surplus up to June 30, 1891.....	12,96 12
Total surplus June 30, 1892	\$32,61 77

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$3,547,808 80
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,458 40
Open accounts	9,097 96
	<hr/> \$3,658,365 04
LIABILITIES.	
Capital stock.....	\$1,500,000 00
Funded debt	1,500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	8,250 00
Loans and bills payable	519,491 97
Profit and loss (surplus)	83,617 77
	<hr/> \$3,508,350 64

Officers of the Company.

Name	Title.	Official Address.
EDWARD B. STURGES ..	President	Scranton, Pa.
JAMES E. CHILDS.....	Vice President and General Manager.....	New York city.
JOHN FLEMING	Secretary and Treasurer.....	New York city.
JOHN B. KEAR.....	General Counsel.....	New York city

Directors of the Company.

Name.	Residence.
EDWARD B. STURGES.....	Scranton, Pa.
WILLIAM H. RICHMOND	Dicks on City, Pa.
CLARENCE D. SIMPSON	Scranton, Pa.
JOHN JERMYN	Scranton, Pa.
O. S. JOHNSON	Scranton, Pa.
W. W. PATTERSON.....	Scranton, Pa.
J. E. CHILDS	New York city.
JOHN B. KEAR	New York city.
DANIEL SCURRY.....	Carbondale, Pa.
EDWARD CLARKSON	Carbondale, Pa.
CLARENCE E. SPENCER.....	Carbondale, Pa.
THOMAS P. FOWLER.	New York city
JAMES E. BURR	Carbondale, Pa.

Title of company, Ontario, Carbondale and Scranton Railway Company
General offices at Commonwealth Building, Scranton, Pa., and 56 Beaver street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in January.

For information concerning this report, address John Fleming, Secretary and Treasurer, 56 Beaver street, New York city.

ORANGE COUNTY.

(Date of charter, November 28, 1888.)

The Lehigh and Hudson River Railway Company operates all the trains running over this road, furnishing motive power and all equipment, for which this company pays twenty-five per cent of the gross earnings.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
1 used for actual cash and now outstanding	250	\$200,000
1 number of stockholders.....		14

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$60 34	\$905,100 00
Bridges		35,410 38
Superstructure (including ties).....	575 79	40,817 26
Rails		84,920 98
Land		4,394 74
Land damages,.....	429 99	42,301 13
Fences		4,504 45
Passenger and freight stations	120 96	6,375 52
Shops, machinery and tools.....		1,595 69
Fuel and water stations.....		8,502 94
Engineering expenses.....	29 00	7,030 85
Telegraph line		871 00
Organization and general expenses.....	300 00	1,824 24
Total cost of road.....	\$1,517 08	\$401,074 72

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$17,207 13
Less operating expenses (excluding all taxes).....	11,414 71
Gross income from all sources	\$5,892 42
<i>Deductions from income as follows, viz.:</i>	
Taxes on earnings and capital stock	693 88
Surplus for year ending June 30, 1892	\$5,198 54

General Income Account.

Surplus for year ending June 30, 1892	\$5,198 54
Surplus up to June 30, 1891	5,458 96
	\$10,657 50
Less payment to Lehigh and Hudson River railway	6,609 59
Total surplus June 30, 1892	\$4,047 91

Analysis of Gross Earnings and Operating Expenses.

Earnings.

	Passenger.	Freight.	Total.
Freight, through and local		\$16,026 50	\$16,026 50
Passengers, through and local	\$600 63		600 63
Miscellaneous	1 92	6 06	8 00
Total gross earnings	\$602 55	\$16,032 56	\$17,207 13

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$472 16	\$1,495 23	\$1,967 41
Repairs of bridges (including culverts and cattle-guards)	29 33	98 69	128 02
Repairs of stations, shops, docks, etc.....	8 44	7 72	16 16
Repairs of fences	17 63	55 61	73 24
Other expenses for maintenance of way and structures.....	18 23	57 73	75 96
Total	\$539 80	\$1,709 28	\$2,249 08

Conducting transportation:

Water supply	\$28 80	\$73 67	\$102 47
Wages of station agents, clerks and operators..	434 72	1,343 68	1,778 40
Station supplies	11 90	37 99	49 89
Wages of watchmen, flagmen and switchmen ..	85 40	273 80	359 20
Other expenses for conducting transportation..	200 00	4,505 21	4,705 21
Total	\$647 80	\$5,826 14	\$6,473 94

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses :</i>			
Loss and damage of freight and baggage.....		\$1 06	\$1 06
Paid New York, Ontario and Western railroad trackage between Burnside and Campbell Hall	\$159 64	505 52	665 16
Telegraph maintenance.....	1 96	6 22	8 18
Mileage of cars of other companies (debit balance).....	122 08	1,175 21	1,297 24
Other general expenses.....	4 86	15 89	20 25
Total	\$288 49	\$1,708 40	\$1,991 89
Grand total operating expenses.....	\$1,675 79	\$9,738 92	\$11,414 71

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$401,674 72
LIABILITIES.	
Capital stock	\$200,000 00
Loans and bills payable	197,626 81
Profit and loss (surplus).....	4,047 91
	\$401,674 72

Traffic and Mileage Statistics.

ITEM.	Through and local.
Number of passengers carried.....	8,971
Number of passengers carried one mile.....	84,721
Number of tons of freight carried.....	192,688
Number of tons of freight carried one mile.....	2,114,838
Passenger train mileage.....	6,262
Freight train mileage	16,656
All other train mileage.....	3,142
Total train mileage.....	26,060

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$662 55	\$1,675 79	\$1,018 24
Average per passenger carried.....	1668	4230	2562
Average per passenger per mile	0191	0482	0291
Average per passenger train per mile	1058	2676	1618
Freight earnings and expenses (including mis- cellaneous earnings).....	16,634 58	9,738 92	Profit. 6,895 66
Average per ton of freight carried.....	0863	0505	0358
Average per ton of freight per mile	0078	0046	0032
Average per freight train per mile.....	996	584	414

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.902
Average rate received per mile per ton for carrying freight, all classes.....	.0078

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
1 In line laid from Hudson Junction to Maybrook, single track	10.7
2 Siding and turnouts on main line	1.70
Grand total of tracks, sidings and turnouts.....	12.40
1 A with steel rail, main line.....	10.70
Gauge of track, 4 feet 8½ inches; ballasted with gravel.	

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment—(Continued).

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	6	Feet 515

Point switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State
Telegraph owned and operated by company.....	10.7
Railroads crossing road at grade.....	1
Railroads crossing road over or under grade.....	2
Highway crossings at grade without protection.....	7
Highway crossings over or under grade.....	4

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour ..	1,468	.77
Grain ..	1,094	.58
Meats and provisions ..	597	.30
Live stock ..	120	.06
Lumber ..	1,144	.60
Pig and bar iron and steel ..	1,279	.68
Iron or other ores.....	12,839	7.15
Coal and coke.....	140,284	72.61
Petroleum and other oils ..	118	.06
Manufactures.....	10,906	5.66
All other merchandise ..	3,306	1.66
All other agricultural products ..	985	.50
All other articles not included above ..	17,768	9.22
Total ..	192,068	100

NUMBER OF ACCIDENTS.

Employees ..	Injured. 1
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EMPLOYEES.

Average number of persons employed (including officials) during the year.....	15
Aggregate amount of salaries and wages paid them during the year.....	\$5,077 75

Officers of the Company.

Name.	Title.	Official Address.
J. W. WATSON ..	President ..	New York city.
GRINNELL BURT ..	General Manager ..	Warwick, N. Y.
JNO. BAYER ..	Secretary and Treasurer.....	Warwick, N. Y.
E. M. REYNOLDS ..	Auditor and General Passenger Agent.....	Warwick, N. Y.
T. E. SMITH ..	General Freight Agent.	Warwick, N. Y.
E. GARRISON ..	Chief Engineer.....	Warwick, N. Y.

Directors of the Company.

Name.	Residence.
J. M. WATSON.....	New York city.
HENRY GRAVES ..	Philadelphia, Pa.
SAMUEL DORSON ..	Philadelphia, Pa.
S. M. WILLIAMS ..	New York city.
S. SHEPHERD ..	Philadelphia, Pa.
J. R. MAXWELL ..	New York city.
ROBT. W. DE FORREST ..	New York city.
GEORGE S. JONES ..	New York city.
EDWARD D. ADAMS.....	New York city.
GEO. F. BAKER.....	New York city.
LEVALL FARAGUT.....	New York city.
H. W. MAXWELL.....	New York city.
J. S. HARRIS ..	Philadelphia, Pa.

Title of company, Orange County Railroad Company.

General offices at Warwick, N. Y.

Date of close of fiscal year, December 31

Date of stockholders' annual meeting, first Monday in December.

For information concerning this report, address E. M. Reynolds, Auditor.

OSWEGO AND ROME.

LESSOR.

LESSEE—ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 11, 1888.)

This road is leased to the Rome, Watertown and Ogdensburg Railroad Company; rental interest on the following bonds:

First mortgage bonds of this company, \$350,000, seven per cent per annum; second mortgage bonds, \$400,000, five per cent per annum.

In accordance with an agreement entered into between the Rome, Watertown and Ogdensburg Railroad Company and the New York Central and Hudson River Railroad Company, dated March 14, 1891, the first-named road, together with its leased lines, was leased to the New York Central and Hudson River Railroad Company. The lessee company assumes the payment of the principal and interest of all the lessor's indebtedness.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value
Authorized by law or charter and now outstanding	2,250	\$225,000
Number of stockholders.....		51

FUNDED DEBT.

DESIGNATION OF LIEN.	DATE	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable		
First mortgage.....	May 22, 1885	70	p.c. 7	May and Nov.	\$350,000	\$350,000
Second mortgage.....	April 1, 1891	24	5	Feb and Aug.	400,000	400,000
Total					\$750,000	\$750,000

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$218,578 08
Bridges	80,523 16
Superstructure (including ties)	515,478 87
Land and land damages.....	133,866 84
Passenger and freight stations.....	29,016 93
Engine and car houses.....	10,941 68
Engineering expenses.....	27,283 76
Cost of road not classified.....	13,447 94

Total cost of road \$904,400 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$904,400 00
Other permanent investments, as follows, viz.:	
Capital stock	10,600 00
	\$915,000 00
LIABILITIES.	
Capital stock.....	\$225,000 00
Funded debt.....	750,000 00
	\$975,000 00

Directors of the Company.

Name.	Residence.
THOMSON KINGSFORD	Oswego, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
WILLIAM B. PHELPS	Oswego, N. Y.
M. TAYLOR PYNE	New York city.
FREDERICK H. GIBBENS	New York city.
EDWIN R. HOLDEN	New York city.
WILLIAM S. SLOAN	New York city.
MERRITT TRIMBLE	New York city.
WILLIAM W. PHELPS	Englewood, N. J.
J. E. TAYLOR	Morristown, N. J.
J. H. DURKEE	New York city.

Title of company, The Oswego and Syracuse Railroad Company.

General offices at Oswego, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

OWASCO RIVER.

(Date of charter June 2, 1881.)

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter and now outstanding.....	200	\$20,000	\$20,000

Number of stockholders..... 18

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$7,450 72
Bridges		3,000 00
Superstructure (including ties)		10,808 10
Land damages		27,980 00
Engineering expenses		1,843 29
Interest and discount charged to construction.....		2,726 61
Total cost of road		\$53,808 72
EQUIPMENT.		
Locomotives.....		\$2,100 00
Freight and other cars		4,977 27
Total cost of equipment.....		\$7,157 27
Grand total cost of road and equipment		\$60,966 99

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$7,808 72
Less operating expenses (excluding all taxes).....	6,708 00
Gross income from all sources	\$1,100 72
Deduction from income as follows, viz.:	
Interest on debt due and accrued	\$500 72
Rentals	5 00
Taxes on property used in operation of road	81 00
Taxes on earnings and capital stock	200 00
Deficit for year ending June 30, 1892	\$387 40

OWASCO RIVER.

493

General Income Account.

Deficit for year ending June 30, 1892	\$390 18
Surplus up to June 30, 1891.....	21,688 80
Total surplus June 30, 1892.....	\$21,298 47

DETAILED STATEMENT OF RENTALS.

Paid John W. Farmer's estate, for right of way.....	\$5 00
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Analysis of Gross Earnings and Operating Expenses.

Freight all local.....	7,308 75
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	8,881 84
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Maintenance of equipment:

Repairs of locomotive.....	\$30 10
Repairs of cars.....	\$18 04

Total	\$283 12
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Conducting transportation:

Wages of conductors and men.....	\$1,595 40
Wages of engineers and firemen	1,065 00
Fuel for locomotives	968 75
Oil and waste.....	99 72
Station supplies	15 10

Total	\$3,001 97
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Total operating expenses	\$3,700 43
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$58,037 84
Cost of equipment.....	7,107 87
	\$65,145 71

LIABILITIES.

Capital stock	\$30,000 00
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Current liabilities, as follows, viz.:

Loans.....	9,436 54
Profit and loss (surplus).....	\$1,298 47
	\$60,734 71

Traffic and Mileage Statistics.

ITEM.

All local.

Number of tons of freight carried.....	95,003
Number of tons of freight carried one mile.....	12,546
Freight train mileage.....	800

Item.	Earnings.	Expenses.	Profit.
Freight earnings and expenses (including miscellaneous earnings)	\$7,308 75	\$3,700 43	\$3,608 32
Average per ton of freight carried.....	28	28	04
Average per ton of freight per mile	52	52	04
Average per freight train per mile.....	2 25	2 09	16

ITEM.

All local.

Computed on earnings from carrying freight only.	Cents.
Average rate received per mile per ton for carrying freight, all classes ..	50

Description of Road and Equipment.

Description of Road and Equipment.	Miles owned, all in N. Y. State.
TRACK.	
Main line from the depot of the N. Y. C. and H. R. R. in Auburn, N. Y., to the railroad yard of D. M. Osborne & Co., single track .....	.50
Sidings and turnouts on main line	1.64
Grand total of tracks, sidings and turnouts.....	2.14
Laid with steel rail, main line.....	2.14
Average life of rails—steel, 9 years in use; average life of ties, 8 years; weight of rails per yard—steel, 55 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone.	

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 140
Wooden bridges.....	3	2,067
Total.....	4	2,187

Equipment.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.
Locomotives, 4 drivers	1	\$4,000	40,000	*
Box freight cars.....	8	\$437	9,000	†
Flat freight cars.....	3	326	8,000	"
Total	11	.....	.....	.....

Ordinary brake and coupler used on freight cars and ordinary switch used on road.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$15,000
Highway crossings at grade protected by gates or flagmen.....	1

DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.	Per cent.
Lumber	5,628	22
Pig and bar iron and steel	3,663	15
Coal and coke.....	2,525	
Shipments of manufactured goods received from companies within this State from manufactories within this State	11,480	
All other manufactures.	2,159	
Total..	25,095	

EMPLOYEES.

Average number of persons employed (including officials) during the year	
Aggregate amount of salaries and wages paid them during the year.....	\$2,000

* Nine years in use.

† One year in use.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOMAS M. OSBORNE	President.....	Auburn, N. Y.
JOHN H. OSBORNE.....	Secretary and Treasurer	Auburn, N. Y.
EDWIN D. METCALF	General Manager and Superintendent.....	Auburn, N. Y.
ALEXANDER MCKAIN	Chief Engineer	Auburn, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
CYRILUS WHEELER.....	Auburn, N. Y.
EDWIN D. METCALF.....	Auburn, N. Y.
JOHN H. OSBORNE.....	Auburn, N. Y.
HENRY J. KOSTERS.....	Auburn, N. Y.
CALVIN YOUNG.....	Auburn, N. Y.
THOMAS M. OSBORNE.....	Auburn, N. Y.
CLARENCE B. KOSTERS.....	Auburn, N. Y.
CLARENCE F. BALDWIN.....	Auburn, N. Y.
B. ELLIOT GRANT.....	Auburn, N. Y.
FRANK E. SWIFT.....	Auburn, N. Y.
C. EUGENE ALMY.....	Auburn, N. Y.
ALEXANDER MCKAIN.....	Auburn, N. Y.

Title of company, Owasco River Railway.

General offices at Auburn, N. Y.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, June 3.

For information concerning this report, address John H. Osborne, Treasurer.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

HENRY H. KINGSTON, Receiver.

(Date of charter, September 7, 1887.)

Organized under the laws of the States of Pennsylvania and New Jersey, governing the incorporation and regulation of railroad corporations.

This was formerly the Pennsylvania, Slatington and New England Railroad Company, organized under the Laws of New Jersey and Pennsylvania, which railroad with all its property and franchises, was sold to Wm. W. Gibbs, of Philadelphia, Pa. at a master's sale in the town of Newton, Sussex county, New Jersey, April 20, 1887, under decree of foreclosure in the Circuit Court of the United States for the eastern district of Pennsylvania and the district of New Jersey, at the suit of the Metropolitan Trust Company of the city of New York. At a meeting of the purchaser and associates, duly held the 6th of September, 1887 the said railroad was reorganized under the name of the Pennsylvania, Poughkeepsie and Boston Railroad Company, which company acquired ownership of the Campbell Hall Connecting Railroad, or the railroad operated in New York State, and extending from a point near Liberty Corners, N. Y., on the State line between New Jersey and New York to Pine Island Orange county, N. Y., a distance of 8.78 miles.

On the 17th day of February, 1891, at the application of creditors the Pennsylvania Poughkeepsie and Boston Railroad Company was placed in the hands of a receiver (Mr. Henry H. Kingston, of Philadelphia), by decree of the United States Circuit Court for the district of New Jersey.

Capital Stock and Funded Debt.**COMMON STOCK.**

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value	
Authorized by law or charter.....	60,000	\$3,000,000	..
Issued for reorganization.....	35,000	\$1,750,000	\$1,750,000
Issued for purchase of Campbell Hall Connecting Railroad	5,000	250,000	250,000
Total now outstanding.....	40,000	\$2,000,000	\$2,000,000
Number of stockholders.....	....		97

FUNDED DEBT.

Designation of Lien.	Date.	Yrs.	INTEREST		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage P P & B. railroad....	Jan. 1, 1890	1899	p.c. 6	July & Jan	\$1,500,000	\$1,700,000	\$1,500,000
Second mortgage P P. & B. railroad...	Jan. 1, 1890	1910	6	July & Jan.	500,000	250,000	250,000
First mortgage Stat. Valley railroad....	July 1, 1893	1916	4	Jan. & July.	100,000	61,500	61,500
Total					\$2,100,000	\$1,811,500	\$1,811,500

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1899.
Grading, masonry and ballast.....	\$1,822,401 45
Bridges.....	265,835 00
Superstructure (including ties).....	60,155 00
Rolls	172,127 00
Land, land damages.....	226,004 60
Fences.....	28,464 00
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....	59,645 40
Engineering expenses.....	5,920 75
Interest and discount charged to construction.....	164,062 26
Purchase of constructed road.....	1,491,979 00
Telegraph line.....	1,925 12
Total cost of road.....	\$3,850,452 26
EQUIPMENT.	
Locomotives.....	\$311,510 00
Passenger cars	45,475 00
Mail, baggage and express cars.....	23,775 00
Freight and other cars.	325,150 00
Total cost of equipment.....	\$695,910 00
Grand total cost of road and equipment.....	\$4,546,362 26

Income Account for Year Ending June 30, 1899.

Gross earnings from operation.....	\$197,984 80
Less operating expenses (excluding all taxes).....	214,512 79
Deficit from all sources	\$16,528 19

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$124,744 84
Rentals.....	54,798 66
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	6,750 00
Interest on current liabilities.....	40,904 26
	227,198 47
Deficit for year ending June 30, 1899	\$253,890

General Income Account.

Deficit for year ending June 30, 1899	\$253,890
Deficit up to June 30, 1891.....	551,415
Total deficit June 30, 1899	\$805,305

DETAILED STATEMENT OF RENTALS.

Trackage rights over New York, Lake Erie and Western railroad between Pine Island and Campbell Hall, N. Y.	\$37,903 50
Trackage rights over New York, Susquehanna and Western railroad between Harrisburgh Junction and Swartswood Junction, N. J.	15,484 82
Trackage rights over the Lehigh and Lackawanna railroad between Bender's Junction and Pen Argyl, Pa.	4,891 70
Terminal facilities of the Lehigh Valley railroad at Slatington, Pa.	4,277 86
Yard tracks of the Central New England and Western railroad at Campbell Hall, N. Y.	600 00
Sundry other rentals.	1,636 00
Total amount of rentals deducted from income.	\$54,793 88

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.		\$170,890 88	\$170,890 88
Passengers, through and local.	\$23,103 05		23,103 05
Express.	66 83		66 83
<i>Miscellaneous, as follows, viz.:</i>			
Mileage.	103 51	3,851 09	3,954 60
Total gross earnings.	\$23,273 05	\$174,741 97	\$197,984 60

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.	\$2,871 43
Repairs of bridges (including culverts and cattle-guards).	1,357 56
Repairs of stations, shops, docks, etc.	1,557 12
Repairs of fence.	49 84
Other expenses for maintenance of way and structures.	14,952 93
Total.	\$30,788 43

Maintenance of equipment :

Repairs of locomotives.	\$10,462 75
Repairs of cars.	12,138 64
Repairs of machinery and tools.	864 69
Other expenses for maintenance of equipment.	2,143 08
Total.	\$25,613 16

Conducting transportation :

Wages of conductors and men.	\$30,868 94
Wages of engineers and firemen.	24,416 57
Fuel for locomotives.	41,309 57
Oil and waste.	1,359 51
Water supply.	1,533 29
Other train supplies or expenses.	2,612 19
Wages of station agents and clerks.	6,887 64
Wages for labor at stations.	568 45
Station supplies.	2,035 43
Wages of watchmen, flagmen and switchmen.	2,217 78
Other expenses for conducting transportation.	1,656 04
Total.	\$105,494 51

General expenses :

Salaries of general officers and clerks.	\$25,560 00
General office expenses and supplies.	455 47
Stationery and printing.	1,063 76
Outside agencies and advertising.	2,600 56
Legal expenses.	25,306 03
Losses and damage of freight and baggage.	314 24
Damage to cattle and property.	237 60
Injuries to persons.	115 76
Telegraph maintenance and operation.	4,606 11
Other general expenses.	1,599 12
Total.	\$52,770 59

Total and total operating expenses.	\$314,612 79
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General Balance Sheet June 30, 1892.

Assets.

Cost of road		\$3,850,452 28
Cost of equipment		806,910 00
<i>Other permanent investments as follows, viz.:</i>		
Stock of other companies	\$1 00	
Bonds of other companies	947,954 00	
		947,955 00
<i>Current assets as follows, viz.:</i>		
Cash on hand	\$16,839 48	
Open accounts	22,783 61	
		49,623 09
Profit and loss (deficiency)		806,236 20
		<u>\$5,450,436 48</u>

LIABILITIES.

Capital stock		\$2,000,000 00
Funded debt		1,811,500 00
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt due and accrued	\$238,065 82	
Auditing vouchers and pay-rolls	178,478 07	
Loans and bills payable	694,055 80	
Sundries	9,066 43	
Car trust notes	272,000 30	
Receiver's certificates	289,708 96	
Interest accounts	91,506 00	
		1,847,906 48
		<u>\$5,450,436 48</u>

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	30,486
Number of passengers carried one mile	1,175,687
Number of tons of freight carried	220,633
Number of tons of freight carried one mile	24,841,586

Passenger train mileage	98,071
Freight train mileage	169,329
All other train mileage	49,914
Total train mileage	<u>317,314</u>

Earnings.

Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$238,272 88
Average per passenger carried	528
Average per passenger per mile	019
Average per passenger train per mile	240
Freight earnings and expenses (including miscellaneous earnings)	174,711 91
Average per ton of freight carried	573
Average per ton of freight per mile	67
Average per freight train per mile	160

ITEM.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.8
Average rate received per mile per ton for carrying freight, all classes	0

Through
and loc
Cm
1.
0

Description of Road and Equipment

TRACK	MILES OWNED		TOTAL MILES	
	Length in N. Y. State	Entire length	Length in N. Y. State	Entire length
Main line laid from Slatington, Pa., to Fire Island N. Y. single track	3.78	47.71	3.78	51.55
Branches, or other roads, laid single track		80		80
Total single track	3.78	48.57	3.78	62.95
Sidings and turnouts on main line	33	11.40	33	11.82
Grand total of tracks, sidings and turnouts	4.11	60.06	4.11	64.17
Laid with steel rail, main line	3.78	47.77	3.78	51.55
Laid with steel rail, branches or other roads		80		80

Weight of rails per yard - steel maximum 60 lbs. minimum 54 lbs. gauge of track 4 feet 8 1/2 inches, ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS

NAME OF BRANCH OR ROAD	From	To	Length in N. Y. State	Entire length	Miles owned or leased	Miles laid with steel rail
Howerton Branch	Howerton Br., Pa.	Howerton, Pa.		4	Owned	80
New York, Lake Erie and Western railroad	Fire Is., N. Y.	Cambridge, N. Y.	16.84	16.84	Track	16.84
New York, Susquehanna & Western railroad	Harrisburg, N. J.	Swartswood, N. J.		18.47	Leased	18.47
Lehigh & Lackawanna R. R.	Bethlehem, Pa.	Delaware, Pa.		8.18	Leased	8.18

ENTIRE LINE IN NEW YORK STATE.

BRIDGES	Number	Aggregate length.
Iron bridges	14	Feet 3,402
Wooden trestles	4	2,208
Total	18	6,095

EQUIPMENT

	Number owned	Average cost of each	Maximum weight of each in lbs.	Number equipped with pneumatic tires	Number equipped with pneumatic coupler
1 locomotives, 6 drivers	1	\$25,000	4	6	
1 locomotives, 4 drivers	1	7,800	36,100	5	
Total	2			11	

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment -- (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars.....	15	\$4,600	.....	15	15
Baggage, mail and express cars.....	3	3,850	.....	3	3
Total.....	18	.....	.....	18	18
Box freight cars.....	11	\$475	.....	.....	.....
Coal freight cars.....	550	450	.....	.....	550
Flat freight cars.....	40	325	.....	.....	.....
Caboose, 4-wheel cars.....	4	525	.....	.....	.....
Service cars.....	2	1,000	.....	.....	.....
Total.....	617	.....	.....	.....	550

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler, freight cars with Gould patent, Union patent and Thornton patent coupler. Split switches exclusively used on entire line.

Miscellaneous Statistics.

Item.	Entire line.
Cost of real estate now held by company, exclusive of that used in operation....	\$2,000 00
Total assessed value of real estate and personal property of company.....	1,000,000 00
Railroads crossing road at grade.....	1
Railroads crossing road over or under grade.....	5

Passenger cars are heated by steam, lighted with oil and ventilated by hood ventilators. Adams' Express Company runs over this road; the railroad company receives forty per cent of the gross receipts. Pullman's Palace Car Company's cars used in through trains until April 19, 1892; discontinued after that date.

Officers of the Company.

Name.	Title.	Official Address.
W. W. GIBBS.....	President.....	Philadelphia, Pa.
HENRY H. KINGSTON.....	Receiver and General Manager.....	Philadelphia, Pa.
MORRIS R. BOOKINS.....	Secretary.....	Philadelphia, Pa.
JOS. R. SAGER.....	Treasurer.....	Philadelphia, Pa.
E. J. FALLON.....	Auditor.....	Philadelphia, Pa.
C. E. MACK.....	General Freight and Passenger Agt.....	Philadelphia, Pa.
C. H. STANTON.....	General Superintendent.....	Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
ARTHUR E. NEWBOLD.....	Philadelphia, Pa.
ALFRED N. CHANDLER.....	Philadelphia, Pa.
WM. B. SCOTT.....	Philadelphia, Pa.
WM. W. GIBBS.....	Philadelphia, Pa.
MORRIS R. BOOKINS.....	Philadelphia, Pa.
HENRY H. KINGSTON.....	Philadelphia, Pa.
RANDAL MORGAN.....	Philadelphia, Pa.

Title of company, Pennsylvania, Poughkeepsie and Boston Railroad Company.
General offices at 227 South Fourth street, Philadelphia, Pa.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, September 5.
For information concerning this report address E. J. Fallon, Auditor.

PHILADELPHIA AND READING.

(Date of charter, April 4, 1833.)

Consolidated Companies:

Northern Liberties and Penn. Township railroad, Commonwealth of Pennsylvania, act of April 23, 1829, and amendments.
Port Kennedy railroad, Commonwealth of Pennsylvania, act of March 8, 1859, and amendments January 26, 1860.
Lebanon Valley railroad, Commonwealth of Pennsylvania, act of April 1, 1836, and amendments thereto.
Lebanon and Tremont railroad, Commonwealth of Pennsylvania.
Schuylkill and Susquehanna railroad, Commonwealth of Pennsylvania, act of April 5, 1826, and amendments thereto.
Mount Carbon railroad, Commonwealth of Pennsylvania, act of April 20, 1829, and amendments thereto.
Mahanoy and Shamokin railroad, Commonwealth of Pennsylvania, formed by consolidation of Mahanoy and Broad Top Mountain railroad, Mahanoy Valley railroad, Enterprise railroad, Shamokin and Trevorton railroad, and Zerbe Valley railroad.
Moselem railroad, Commonwealth of Pennsylvania, act of March 23, 1865.
West Reading railroad, Commonwealth of Pennsylvania, act of March 20, 1860.

Authorizing the same:

Northern Liberties and Penn. Township railroad, merged May 8, 1861, act of May 16, 1861.
Port Kennedy railroad, merged June 19, 1872, act of May 16, 1861.
Lebanon Valley railroad, merged March 20, 1858, act of May 5, 1857.
Lebanon and Tremont railroad, merged March 25, 1871, act of May 16, 1861.
Schuylkill and Susquehanna railroad, merged June 19, 1872, act of May 16, 1861, and April 4, 1872.
Mount Carbon railroad, merged May 13, 1872, act of May 16, 1861.
Mahanoy and Shamokin railroad merged.
Moselem Railroad Company own stock.
West Reading railroad, April 12, 1873, act of March 16, 1861.

Leased Lines:

Colebrookdale Railroad Company. January 17, 1870.
Pickering Valley Railroad Company. January 18, 1872.
East Pennsylvania Railroad Company, May 19, 1869.
Allentown R. R. Co.
Little Schuylkill Navigation Railroad and Coal Company, July 7, 1868.
Mine Hill and Schuylkill Haven Railroad Company, May 12, 1864.
Mount Carbon and Port Carbon Railroad Company, March 5, 1860.
Mill Creek and Mine Hill Navigation and Railroad Company, July 25, 1861.
Schuylkill Valley Navigation and Railroad Company, July 25, 1861.
East Mahanoy Railroad Company. January 12, 1863.
Shamokin, Sunbury, Lewisburg Railroad Company, May 29, 1863.
Philadelphia, Germantown and Norristown Railroad Company, November 10, 1870.
Chestnut Hill Railroad Company. November 30, 1870.
Catawissa Railroad Company, October 10, 1872.
Philadelphia and Chester Branch Railroad Company.
North Pennsylvania Railroad Company, May 4, 1879.
Delaware and Bound Brook Railroad Company, May 4, 1879.
Norristown Junction Railroad Company.
Schuylkill and Lehigh Railroad Company, May 1, 1883.
Philadelphia, Harrisburg and Pittsburg, October 15, 1890.
Lehigh Valley railroad and branches, February 11, 1892.
Pennsylvania and New York canal and railroad, February 11, 1892.
Easton and Amboy railroad, February 11, 1892.
Lehigh Valley Terminal, February 11, 1892.
State Line and Sullivan and Loysock railroad, February 11, 1892.
Wilkesbarre and Harvey's Lake railroad, February 11, 1892.
Southern Central railroad, February 11, 1892.
Waverly and State Line railroad, February 11, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash, issued on account of construction, cash, property acquired and purchased, dividends and conversion of bonds and now outstanding	802,107.235	\$40,105,861 78	\$40,105,861 78
Number of stockholders			167

* Not limited.

FUNDED DEBT.

DESIGNATION OF LIEN.	DATE	Term, years.	INTEREST		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Prior mortgage loans.....	*	*	p.c.	Jan. & July	\$5,180,000 00	\$2,455,700 00
Prior mortgage loans.....	1857	55	4 1/2	Jan. & July	7,000,000 00	79,000 00
Prior mortgage loans.....	1868	25	7	April & Oct.	2,700,000 00	2,700,000 00
Consolidated mortgage.....	1871	40	6	July & Dec.	25,000,000 00	6,152,000 00
Consolidated mortgage.....			7	July & Dec.		10,842,000 00
Improvement.....	1878	34	6	Apr. & Oct.	10,000,000 00	9,354,000 00
Income.....	1876	20	7	July & D c.	10,000,000 00	1,600 00
Consol.....	1882	40	5	May & Nov.	80,000,000 00	5,757,042 00
Consol.....	1883	50	5	Feb & Aug.	30,000,000 00	1,533 00
General.....	1888	70	4	Jan. & July	100,000,000 00	38,804,838 77
First preferred income.....	1888	70	..	February...	24,400,000 00	23,948,869 45
Second preferred income.....	1888	70	..	February...	22,500,000 00	16,175,413 78
Third preferred income.....				February...		17,874,029 57
Real estate bonds.....	†	†	†	†		2,119,756 60
Conv adj. scrip.....			6	Jan. & July		1,810 00
Debenture loan.....	1868	25	6	Jan & July		1,100 00
Debenture loan.....	1869	25	4	Jan. & July		6,000 00
Debenture loan.....	1878	20	5	May & Nov.	900,000 00	1,000 00
Debenture loan.....	1891	50	5	F., M., A. & N.	8,500,000 00	5,338,000 00
Debenture conv loan.....	1873	20	7	Jan. & July	10,500,000 00	10,800 00
Debenture guar. scrip.....	1877	5-7	6	Jan. & July		7,220 00
Def income bonds.....	1882				34,300,000 00	5,070,427 00
Sinking funds.....	1892	10	5	Feb. & Aug.	2,000,000 00	2,000,000 00
Purchase money.....	1892	50	5	May & Nov.	700,000 00	700,000 00
Car trust certificates.....	Feb. 15, 1893	10	5			200,000 00
Car trust, series B.....	Mar. 15, 1894	10	5			204,000 00
Car trust, series C.....	July 1, 1897	10	5			630,000 00
Car trust, series D.....	Mar. 1, 1890	10	5			2,480,000 00
Total.....						\$157,314,402 45

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending July 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Bridges and trestles.....	\$41,355 31	.....
Other real estate.....	487,140 96	.....
Sidings and yard extensions.....	275,900 42	.....
Passenger and freight stations, engine and car houses.....	186,133 81	.....
Wharfing.....	18,985 59	.....
	1,518 33	.....
Cost of road up to June 30, 1891.....		\$65,087,392 41
Total cost of road.....	\$66,143 92	\$66,053,536 33
EQUIPMENT.		
Passenger, mail, baggage, express and freight cars.....	\$3,644,314 81	\$17,927,612 4
Barges, floats and tugs.....	18,650 93	1,086,808 1
Total cost of equipment.....	\$2,162,955 74	\$19,014 480 1
Grand total cost of road and equipment.....	\$3,649,109 66	\$106,605,016 5

* Various, due 1910. † Various.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$32,942,216 97
Less operating expenses (excluding all taxes).....	19,774,808 46
Net earnings from operation.....	\$13,167,408 51
Income from other sources, as follows, viz.:	
Dividends on stocks owned.....	\$228,911 43
Interest on bonds owned	110,075 99
Miscellaneous income less expenses.....	236,176 27
	575,163 69
Gross income from all sources	\$18,742,572 20
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued.....	\$6,448,288 54
Rentals	6,811,229 66
Taxes.....	489,103 28
Other deductions	110,239 70
	13,858,860 18
Net income from all sources.....	\$3883,712 02
Payments from net income, as follows, viz.:	
Other payments from net income.....	962,096 53
Deficit for year ending June 30, 1892	\$598,384 51
General Income Account.	
Deficit for year ending June 30, 1892	\$598,384 51
Surplus up to June 30, 1891.....	1,384,754 00
Total surplus June 30, 1892	\$786,369 49

Detailed Statement of Rentals.

Mine Hill and Schuylkill Haven Railroad Company.....	\$336,816 00
Mount Carbon and Port Carbon.....	36,250 00
Mill Creek and Mine Hill Navigation and Railroad Company	33,0 0 00
Schuylkill Valley Navigation and Railroad Company.....	29,450 00
Little Schuylkill Navigation Railroad and Coal Company	217,192 00
East Pennsylvania.....	123,867 00
Philadelphia, Germantown and Norristown.....	281,456 68
Chestnut Hill.....	16,478 00
Catawissa	338,880 00
North Pennsylvania	381,556 80
Delaware and Bound Brook	276,000 00
Shamokin, Sunbury and Lewisburg.....	110,540 00
Swedesport Bridge Company.....	2,455 00
Allentown Terminal Company	14,505 45
Colebrookdale	12,789 42
Pickering Valley	6,550 93
Allentown	3,302 07
Schuylkill and Lehigh.....	27,000 00
Lehigh Valley.....	3,531,197 50
Schuylkill Navigation	9,196 56
Susquehanna Canal	22,396 25
Total amount of rentals deducted from income.....	\$6,311,229 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Eight, through and local.....		\$26,792,121 20	\$26,792,121 20
Passengers, through and local.....	\$5,352,066 70		\$5,352,066 70
Mail	120,665 21		120,665 21
Express	393,959 33		393,959 33
Miscellaneous as follows, viz.:			
Other sources.....		283,384 53	283,384 53
Total gross earnings	\$5,866,711 24	\$27,075,505 73	\$32,942,216 97

* OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track.....	\$180,888 78
Steel rails laid, 19,297 tons.....	
Repairs of roadbed.....	1,589,958 08
Repairs of bridges, (including culverts and cattle-guards).....	807,810 75
Repairs of stations, shops, docks, etc.....	505,307 59
Other expenses for maintenance of way and structures.....	780,189 08
Total.....	\$3,063,153 28
<i>Maintenance of equipment:</i>	
Repairs of locomotives.....	\$1,841,886 88
Repairs of cars.....	1,896,104 19
Repairs of machinery and tools.....	59,308 47
Other expenses for maintenance of equipment.....	50,835 18
Total.....	\$3,848,134 72
<i>Conducting transportation:</i>	
Wages of conductors, men, engineers and firemen.....	\$5,804,841 58
Fuel for locomotives.....	1,901,125 07
Water supply.....	854,640 17
Other train supplies or expenses and locomotive supplies.....	816,187 21
Wages of station agents and clerks and wages for labor at stations.....	1,595,101 86
Station supplies.....	152,555 08
Wages of watchmen, flagmen and switchmen.....	362,175 58
Other expenses for conducting transportation.....	110,895 93
Total.....	\$10,127,484 10
<i>General expenses:</i>	
Salaries of general officers and clerks.....	\$879,478 77
General office expenses and supplies.....	253,815 07
Stationery and printing.....	60,354 76
Outside agencies and advertising.....	116,478 12
Legal expenses.....	111,780 85
Loss and damage of freight and baggage.....	47,142 58
Damage to cattle and property and injuries to persons.....	136,445 56
Telegraph maintenance and operation.....	222,779 30
Mileage of cars of other companies (debit balance).....	185,463 27
Other general expenses.....	1,227,440 66
Total.....	\$3,009,829 30
Grand total operating expenses.....	\$19,774,706 46

General Balance Sheet June 30, 1892.

Assets.

Cost of road.....	\$26,053,586 32
Cost of equipment.....	19,614,460 54
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	\$17,640,871 41
Bonds of other companies.....	5,128,669 82
Other investments.....	\$1,614,718 95
	105,893,759 85
<i>Current assets as follows, viz.:</i>	
Cash on hand.....	\$1,079,090 58
Bills receivable.....	61,532 17
Due by agents.....	2,111,942 29
Open accounts.....	4,118,970 88
Materials and supplies.....	3,881,430 09
Sundries.....	8,813,646 27
	15,067,512
	\$26,120,079 1

* Not distributed in report to passenger and freight traffic.— R. R. Commissioners.

PHILADELPHIA AND READING.

505

LIABILITIES.

Capital stock.....	\$40,105,561 78
Funded debt.....	157,814,402 45

Current liabilities as follows, viz.:

Interest on funded debt due and accrued	\$1,505,782 00	
Audited vouchers and pay-rolls	3,051,597 89	
Loans and bills payable	3,013,040 45	
Sundries	288,484 21	
Rentals	2,444,183 85	
		10,303,038 89
Sundries		12,448,999 18
Unmatured installments on equipment purchased.....		5,825,909 84
Profit and loss (surplus)		786,369 49
		<u>\$226,129,079 58</u>

Traffic and Mileage Statistics.

ITEM.	Through and local.
Number of passengers carried	22,509,198
Number of passengers carried one mile.....	277,130,919
Number of tons of freight carried.....	22,074,989
Number of tons of freight carried one mile.....	2,053,884,984
Passenger train mileage.....	7,484,539
Freight train mileage	18,106,689
All other train mileage.	9,472 570
Total train mileage.....	<u>28,063,778</u>

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.09
Average rate received per mile per ton for carrying freight, all classes.....	.98

Description of Road and Equipment.

TRACK.	Miles owned outside N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Philadelphia to Mt. Carbon, Pa., single track	98 40			98 40	
Branches, or other roads, laid single track	288.60	422.57	1,568.76	422 57	1,817.86
Total single track	387.00	422.57	1,568.76	422 57	1,915.76
Second track on main line.....	98.40				
Second track on branches, or other roads	89 80	95 24	632 19	95 24	820.39
Total second track	188 20	95.24	632 19	95.24	820.39
Sidings and turnouts on main line	226 80				226 80
Sidings and turnouts on branches or other roads..	196.80	115.05	1,072.63	115 05	1,269.48
Total sidings and turnouts.....	423.60	115.05	1,072.63	115.05	1,406.23
Grand total of tracks, sidings and turnouts	918.80	633.86	333.58	632.80	4,232 28
Laid with steel rail.				581 99	3,457.17
Laid with iron rail				50 87	796.21

Average life of rails — steel, 15 years; iron, 5 years; average life of ties, 10 years; weight of ties per yard — steel, maximum, 90 lbs., minimum, 80 lbs.; iron, maximum, 68 lbs; minimum, 58 lbs.; gauge of track 4 feet 8½ inches; ballasted with broken stone, cinders and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO.	Length in N. Y. State.	Native length.	Owned or leased.	Miles of double track.
Main line.....	Philadelphia, Pa.	Mt. Carbon, Pa. ...	.....	98.40	Owned.	98.40
Northern Liberties & Pennsylvania Township	Phila., Broad st.	Phila., Del. river.	.....	1.40	Owned	1.40
Port Kennedy branch	Pt. Kennedy, Pa.	Lime Kiln, Pa. ....	.....	1.30	Owned	..
Lebanon and Freemont branch	Lebanon, Pa. .	Brookside, Pa. ....	.....	43.30	Owned.	..
Lebanon Valley branch.....	Reading, Pa. .	Harrisburg, Pa. ....	.....	53.70	Owned	44.90
Schuylkill and Susq. branch. .	Auburn, Pa. .	Rockville, Pa. ....	.....	53.40	Owned.	..
Mt. Carbon branch	Mt. Carbon, Pa..	Wadesville and Mt. Laffee, Pa. ....	.....	8.50	Owned.	.....
Mahanoy & Shamokin branch..	New Castle and Mahanoy city.	Port Trevorton, Pa.	.....	64.60	Owned.	33.90
Moselem branch.	Keesport, Pa. .	Leesport Iron Works, Pa. ....	.....	1.70	Owned	.....
West Reading branch.....	Reading, Pa. .	Reading, Pa. ....	.....	1.90	Owned	.....
Coldbrookdale R. R.	Pottstown, Pa. .	Barto, Pa. ....	.....	12.80	Leased	.....
Pickering Valley R. R.	Phoenixville, Pa.	Byers, Pa. ....	.....	11.80	Leased	.....
East Pennsylvania R. R.	Reading, Pa. .	Allentown, Pa. .	.....	35.00	Leased	15.50
Allentown R. R.	Topton, Pa. .	Kutztown, Pa. .	.....	4.50	Leased	.....
Little Schuylcr Nav. R. R. C. Co.	Port Overton, Pa.	Tamaqua and Reevesdale, Pa. ....	.....	29.10	Leased	..
Mine Hill & Schuyl'cl Hav. R. R.	Sch. Haven, Pa.	Locust Gap Junction and C. Pa..	.....	51.80	Leased	27.00
Mount Carbon and Pt. Carbon Mill Creek and Mine Hill Nav. R. R.	Mt. Carbon, Pa..	Port Carbon, Pa. .	.....	2.50	Leased.	2.50
Schuylkill Valley Nav. and R. R. Co	Mill Creek Junction, Pa. .	New Castle, Pa. ....	.....	8.80	Leased	8.80
East Mahanoy R. R.	Port Carbon, Pa.	Reevesdale, Pa. .	.....	11.00	Leased.	5.80
Sham., Sunb'y & Lewis'b'g R. R.	East Mahanoy Junction, Pa. .	St. Nicholas, Pa. .	.....	14.10	Leased	2.40
Phila., Germant'n & Norrist'n R. R.	West Milton, Pa.	Shamokin, Pa. .	.....	31.10	Leased	30.50
	Phila., Pa.	Germantown and Norristown .	.....	29.50	Leased	20.40
Chestnut Hill, Pa.	Germant'n, Pa. .	Chestnut Hill .	.....	4.00	Leased.	.....
Catawissa R. R.	Tamamend, Pa. .	Newb'y Junct., Pa.	.....	95.50	Leased	11.30
Philadelphia and Chester R. R.	Grays Ferry, Pa.	Thurlow, Pa. .	.....	10.50	Leased	4.30
North Pennsylvania R. R.	Philadelphia, Pa.	Peth Doytest and Yardley, N. J. ....	.....	86.40	Leased	78.50
Del., and Bound Brook R. R. .	Yardley, N. J. .	Bound Brook and Trenton, N. J. .	.....	33.70	Leased.	27.00
Norristown Junction R. R. .	Mill st., Norristown, Pa. .	Marsh'ist., Nor't'n	.....	40	Leased.	40
Schuylkill and Lehigh R. R. .	Reading, Pa. .	Slatington, Pa. .	.....	44.00	Leased	.....
Phila., Harris'b'g & Pittsb'g R. R.	Harrisburg, Pa. .	Shippensburg, Pa.	.....	40.80	Leased	30
Lehigh Valley R. R.	Phillipsburg, N. J.	Wilkesbarre, Pa. .	.....	286.64	Leased	167.34
Lehigh Valley Ry	State Line, N. Y.	Buffalo, N. Y. .	.....	307.46	Leased	94.54
Pennsylvania and New York Canal and Road Co.	Wilkesbarre, Pa.	State Line, N. Y. .	.....	104.95	Leased	57.50
Easton and Amboy R. R.	Perth A'boy, N. J.	Phillipsburg, N. J.	.....	75.84	Leased	60.02
Lehigh Valley Terminal Ry. .	S. Plainfield, N. J.	Jersey City, N. J. .	.....	81.44	Leased	30.91
State Line and Sullivan Loyalsock R. R.	Monrocton, Pa. .	Bowmans Creek	.....	51.22	Leased.	.....
Wilkesb're & Harvey Lake R. R.	Luzerne, Pa. .	Harveys Lake. .	.....	13.50	Leased	.....
Southern Central R. R.	State Line, N. Y.	Fair Haven, N. Y. .	.....	114.71	Leased.	..
Waverly and State Line R. R. .	Waverly, Y. Y. .	State Line, N. Y. .	.....	40	Leased	40
Total			422.67	1915.76		820.38

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges.....	180	14,936	660	68,135
Stone bridges	45	691	262	12,800
Wooden bridges.	3	217	467	22,975
Wooden trestles.....	113	13,454	425	66,221
Total.....	341	29,298	1,854	170,131

Description of Road and Equipment (Continued.)

Equipment	Number owned	Number leased	Total number	No. equipped with patent brake	No. equipped with patent coupler
Locomotives, 4, 6 and 4 drivers	1,144	241	1,385	763	—
First-class passenger cars	364	242	606	606	606
Second-class passenger cars	165	—	165	165	165
Baggage, mail and express cars	28	47	75	76	76
Total	897	287	1,184	1,007	1,007
Box freight cars	14,618	2,822	17,440	5,618	8,702
Stock freight cars	115	20	135	465	508
Coal freight cars	41,664	14,575	56,239	—	10,072
Flat freight cars	4,605	1,807	6,412	2	2,786
Caboose, 4 and 6-wheel cars	508	—	508	10	50
Service cars	1,851	133	1,984	179	2
Total	63,291	2,982	66,273	6,294	22,901

The passenger and freight cars are equipped with New York and Westinghouse brake and Miller and Van Dorsten Gates, Janney, Knorr and Mather couplers.

The Lorenz port switches are in use on this line.

Cars heated with steam and outside stoves lighted by gas and ventilated by the standard system.

The United States Express Company operates on this line. The railway company furnishes cars and motive power, for which the express company pays a percentage of gross receipts.

Pullman's Palace Car Company operates on this line, furnishes its own cars and makes its own collections.

For transporting the mails there is no contract; the terms vary with several mail routes.

DESCRIPTION OF FREIGHT MOVEMENT

Item	Tonnage	Per cent
Flour	4,000,000	1.26
Grain	1,111,411	3.47
Meats and provisions	4,520,000	1.26
Live stock	1,800,000	.59
Lumber and bark	1,000,000	4.26
Pig and bar iron and steel	1,425,000	4.43
Iron or other ores, and steel rails, stone, sand, etc.	5,400,000	10.88
Coal and coke	12,000,000	60.66
Petroleum and other oils	1,000,000	.73
Manufactures	1,100,000	4.43
All other merchandise	1,000,000	3.38
All other agricultural products	4,200,000	1.94
All other articles not included above	22,000,000	3.81
Total	21,111,000	100

NUMBER EMPLOYED

	Employed	Killed	Total
Passengers	—	2	25
Employees	22	65	85
Others	—	142	273
Total	44	249	683

PAID—YES

Average number of persons employed during the year 28,716
Aggregate amount of salaries and wages paid during the year \$1,613,746.64

Officers of the Company.

Name.	Title.	Official Address.
A. A. McLEOD.....	President.....	Philadelphia, Pa.
J. R. MAXWELL.....	First Vice-President.....	New York city
CHARLES HARTSHORNE.....	Second Vice-President.....	Philadelphia, Pa.
ROBERT H. SYRE.....	Third Vice-President.....	Philadelphia, Pa.
JOHN RUSSELL YOUNG.....	Fourth Vice-President.....	Philadelphia, Pa.
W. A. CHURCH.....	Treasurer.....	Philadelphia, Pa.
W. R. TAYLOR.....	Secretary.....	Philadelphia, Pa.
DANIEL JONES.....	Comptroller.....	Philadelphia, Pa.
T. A. SWEIGARD.....	General Manager.....	Philadelphia, Pa.
C. M. LAWLER.....	Assistant General Manager.....	Philadelphia, Pa.
H. K. NICHOLS.....	Chief Engineer.....	Philadelphia, Pa.
ALBERT FOSTER.....	Purchasing Agent.....	Philadelphia, Pa.
JOHN TAYLOR.....	General Traffic Manager.....	Philadelphia, Pa.
B. H. BAIL.....	General Freight Agent.....	Philadelphia, Pa.
JOHN H. JONES.....	General Coal Freight Agent.....	Philadelphia, Pa.
C. G. HANCOCK.....	General Passenger Agent.....	Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
GEORGE D&B. KEM.....	Philadelphia, Pa.
THOMAS COCHRAN.....	Philadelphia, Pa.
THOMAS DOLAN.....	Philadelphia, Pa.
A. J. ANTELO.....	Philadelphia, Pa.
JAMES BOYD.....	Norristown, Pa.
SAMUEL R. SHIPLEY.....	Philadelphia, Pa.

Title of company, The Philadelphia and Reading Railroad Company.

General offices at 227 South Fourth street, Philadelphia, Pa.

Date of close of fiscal year, 30th day of November.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address W. A. Church, Treasurer.

PORT JERVIS, MONTICELLO AND NEW YORK.

(Date of charter, November 17, 1886.)

This company was organized and incorporated November 17, 1886, with an authorized capital of \$500,000. It purchased the road (and equipment) originally constructed by the Monticello and Port Jervis Railway Company, connecting Monticello, the county seat of Sullivan county, with the Erie railway at Port Jervis, N. Y., a distance of 24 miles, and commenced building an extension of about 17 miles in length, from Huguenot, a station on the original road, to Summitville, a station on the New York, Ontario and Western railroad, passing through the Neverink and Mamakating valley and forming new connection east and west.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash.....	500	\$50,000	\$50,000
Issued on account of construction.....	4,500	\$450,000	.....
Total now outstanding.....	5,000	\$500,000	.....

Number of stockholders.....

FUNDED DEBT.

Designation of Loan.	Date.	Term, years.	Interest.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage 6 per cent gold bonds...	Dec. 1, 1887	40	p.o. 6	Jan. 1, Dec. 1	\$500,000	\$364,000	\$364,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$6,288 84
Rails	7,468 84
Land	7,946 50
Land damages	80,641 79
Fences	2,336 44
Engine and car houses	8,172 00
Shops, machinery and tools	\$15 00	471 84
Engineering expenses	4,635 79
Interest and discount charged to construction	1,758 83
Road built by contract	500,000 00
Purchase of constructed road	172,945 35
Total cost of road	\$15 00	\$803,063 81
EQUIPMENT.		
Mail, baggage and express cars	\$310 56
Freight and other cars	7,933 81
Total cost of equipment	\$8,243 87
Grand total cost of road and equipment	\$15 00	\$811,307 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$56,237 63
Less operating expenses (excluding all taxes)	40,681 65
Gross income from all sources	\$15,556 08
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$31,840 00
Interest on current liabilities	3,600 91
Taxes on property used in operation of road, earnings and capital stock and all other taxes	3,799 60
	29,240 51
Deficit for year ending June 30, 1892	\$13,924 88

General Income Account.

Deficit for year ending June 30, 1892	\$13,924 88
Deficit up to June 30, 1891	64,304 61
Total deficit June 30, 1892	\$78,229 99

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$29,050 08	\$29,050 08
Passengers, all local.....	\$21,408 17		21,408 17
Mail.....	1,849 60		
Express.....	3,303 48		5,206 08
Miscellaneous.....		18 75	18 75
Total gross earnings.....	\$26,600 25	\$29,678 43	\$56,278 68

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$378 85	\$378 85	\$757 70
Steel rails laid.....	160 49	160 48	320 97
Repairs of roadbed.....	6,615 01	6,618 00	13,233 01
Repairs of stations, shops, docks, etc.....	94 00	94 00	188 00
Other expenses for maintenance of way and structures.....	70 57	70 59	141 15
Total.....	\$7,318 92	\$7,341 91	\$14,660 83

Maintenance of equipment:

Repairs of locomotives.....	\$874 81	\$874 81	\$1,749 62
Repairs of cars.....	64 34	64 35	128 69
Repairs of machinery and tools.....	83 87	83 86	167 73
Total.....	\$971 52	\$971 52	\$1,943 94

Conducting transportation:

Wages of conductor and men.....	\$2,117 55	\$2,117 55	\$4,235 11
Wages of engineers and firemen.....	2,356 07	2,356 07	4,712 14
Fuel for locomotives.....	3,444 12	3,444 12	6,888 24
Oil waste and water supply.....	305 15	305 15	610 30
Other train supplies or expenses.....	63 67	63 67	127 34
Wages of station agents and clerks.....	1,170 00	1,170 00	2,340 00
Wages for labor at stations.....	612 45	612 44	1,224 89
Station supplies.....	93 45	93 45	186 90
Other expenses for conducting transportation.....	80 82	80 82	161 64
Total.....	\$10,158 29	\$10,158 28	\$20,316 57

General expenses:

Salaries of general officers and clerks.....	\$730 88	\$730 84	\$1,461 72
Stationery and printing.....	108 91	108 92	217 83
Loss and damage of freight and baggage.....	10 58	10 58	21 16
Damage to cattle and property.....	100 35	100 35	200 70
Mileage of cars of other companies (debit balance).....	697 47	697 47	1,394 94
Other general expenses.....	236 86	236 85	473 71
Total.....	\$1,968 00	\$1,968 01	\$3,936 01
Grand total operating expenses.....	\$20,340 88	\$20,340 89	\$40,681 65

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....		\$302,000 00
Cost of equipment.....		8,242 50
Current assets, as follows, viz.:		
Cash on hand.....	\$179 50	
Bills receivable, due by agents.....	4,019 87	
Open accounts.....	530 00	
Profit and loss (deficiency).....		4,729 40
		<u>\$311,521 77</u>

LIABILITIES.

Capital stock	\$409,100 00
Funded debt.....	364,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$31,830 00	
Audited vouchers and pay-rolls	6,761 67	
Open accounts.....	2,649 53	
Loans and bills payable	51,034 98	
		121,766 18
		<u>\$894,866 18</u>

Traffic and Mileage Statistics.

Item.	All local.
Number of passengers carried	50,048
Number of passengers carried one mile.....	1,156,924
Number of tons of freight carried.....	44,842
Number of tons of freight carried one mile.....	698,916
Passenger train mileage.....	43,680
Freight train mileage	29,796
Total train mileage.....	<u>72,456</u>

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$26,608 23	\$26,340 89	\$6,268 42
Average per passenger carried.....	5316	4064	1262
Average per passenger per mile	023	018	005
Average per passenger train per mile.....	6004	4659	1435
Freight earnings and expenses (including miscellaneous earnings)	20,678 43	20,340 82	9,337 61
Average per ton of freight carried.....	663	454	208
Average per ton of freight per mile....	0435	0291	0134
Average per freight train per mile.....	1 0906	7068	5343

Item.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.8
Average rate received per mile per ton for carrying freight, all classes	4 35

Description of Road and Equipment.

Track.	Miles owned, all in N. Y. State.
Main line laid from Port Jervis to Monticello, single track.....	23 73
Branches, or other roads, laid single track.....	17.30
Total single track	41.05
Sidings and turnouts on branches or other roads.....	1.50
Grand total of tracks, sidings and turnouts.....	42 55
Laid with steel rails, main line.....	25 10
Laid with iron rails, main line.....	15 95

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased	Miles laid with steel rail.
Summitville Division..	Huguenot Junc..	Summitville	17.30	17.30	Owned	17.30

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

Bridges.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	4	Feet 871
Wooden bridges.....	10	404
Wooden trestles.....	1	1,300
Total	15	1,985

EQUIPMENT.	Number owned.	Number leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	1	3	1	.....
Locomotives, 4 drivers.....	.....	.....	.....	1	.....
Total.....	2	1	3	2	.....

First-class passenger cars.....	.....	2	.....	.....	2
Second-class passenger cars.....	1	.....	.....	.....	.....
Baggage, mail and express cars.....	2	.....	.....	.....	2
Total	3	2	.....	.....	4

Box freight cars.....	5	.....	.....	.....	.....
Flat freight cars.....	10	.....	.....	.....	.....
Service cars.....	2	.....	.....	.....	.....
Total.....	17	.....	17	.....	.....

Westinghouse brake and Miller automatic coupler on passenger cars and link and pin coupler on freight cars.
Safety split switches only on road.

Miscellaneous Statistics.

	Irish.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	24.75
Total assessed value of real estate and personal property of company	\$35,500
*Highway crossings at grade without protection.....
Overhead obstructions less than twenty feet above track

Passenger cars are heated by steam, lighted by oil lamps, and ventilated by roof ventilators. The National Express Company runs over this line, receipts pro-rated and \$50 per month paid for messenger service.

Contracts with the United States government for transportation of mails as follows: Mont cello division, \$44.46 per mile per annum for 24.56 miles; Summitville division \$42.75 per mile per annum for 17.56 miles.

* All protected by sign boards only.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	390	.71
Grain	2,385	5.32
Meats and provisions	1,549	3.45
Live stock	25	.05
Lumber and cord wood	3,378	7.58
Stone and sand	7,906	17.75
Iron or other ores	1,200	2.68
Coal and coke	14,778	32.96
Petroleum and other oils	30	.00
Manufactures	1,894	4.20
All other merchandise	1,735	3.87
All other agricultural products	1,506	3.36
All other articles not included above	7,941	17.71
Total.....	44,849	100

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	52
Aggregate amount of salaries and wages paid them during the year.....	\$94,098 50

Officers of the Company.

Name.	Title.	Official Address.
PETER E. FARNUM	President.....	Port Jervis, N. Y.
WADE BUCKLEY.....	Vice-President	Port Jervis, N. Y.
BENJ. RYALL	General Manager	Port Jervis, N. Y.
W. H. NEARPASS	Treasurer and Secretary.....	Port Jervis, N. Y.
GEO. M. WELLS	Auditor	Port Jervis, N. Y.

Directors of the Company.

Name.	Residence
PETER E. FARNUM.....	Port Jervis, N. Y.
WADE BUCKLEY.....	Port Jervis, N. Y.
W. H. NEARPASS	Port Jervis, N. Y.
O. P. HOWELL.....	Port Jervis, N. Y.
BENJ. RYALL	Port Jervis, N. Y.
DR. SOL. VAN ETTEN.....	Port Jervis, N. Y.
A. J. HARDENBURGH	Brooklyn, N. Y.
C. V. R. LUDINGTON	Monticello, N. Y.
C. G. BENNETT.....	Wurtsboro, N. Y.
WM. NORRIS.....	Godeffroy, N. Y.
FRANCIS MARVIN	Port Jervis, N. Y.
W. B. ROYCE.....	Middletown, N. Y.
C. E. CUDDERBACK	Port Jervis, N. Y.

Title of company, Port Jervis, Monticello and New York Railroad.

General office at Port Jervis, N. Y.

Date of close of fiscal year, June 30, 1893.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report address Benj. Ryall, General Manager.

PROSPECT PARK AND CONEY ISLAND.

(Date of charter, October 9, 1874.)

The Prospect Park and Coney Island Railroad Company was formed by the consolidation of Park Avenue Railroad Company and the Greenwood and Coney Island Railroad Company, articles of agreement and consolidation dated September 30, 1874, made under the authority chapter 448 of the Laws of 1874. The articles of association of the Prospect Park and Coney Island Railroad Company, and of agreement and consolidation between the Park Avenue and Greenwood and Coney Island railroads, were filed in the office of the Secretary of State, October 1874.

The articles of association of the Park Avenue Railroad Company were filed in the office of Secretary of State February 12, 1870.

The articles of association of the Greenwood and Coney Island Railroad Company were filed in the office of the Secretary of State, August 16, 1873.

The following are the acts of the Legislature relating to the organization, consolidation and construction of the railroads of this company:

Chapter 600, Laws of 1870; chapter 531, Laws of 1873; chapter 448, Laws of 1874; chapter 607, Laws of 1874.

This company operates under a lease, the New York and Coney Island railroad, by virtue of the provisions of chapter 318, Laws of 1889; chapter 348, Laws of 1890.

On the 1st of January, 1886, this company leased for the full term of its corporate existence, to the Atlantic Avenue Railroad Company of Brooklyn, all its horse car railroads, rights and properties in the city of Brooklyn, already constructed, or that it had a legal right to construct, or any right that it might thereafter acquire to construct a horse car railroad through or upon any of the streets or avenues in the city of Brooklyn, for the annual net rental or sum of twenty-one thousand (\$21,000) dollars, payable semi-annually, free and clear and exclusive of all taxes, assessments, costs, expenses, insurance and charges of every kind or nature whatsoever, as more fully appears by a certain indenture, lease and agreement between the said Prospect Park and Coney Island Railroad Company and the Atlantic Avenue Railroad Company, made and executed December 9, 1885.

In addition to the acts above-mentioned as applying to the railroads of this company see, also, chapter 282 of the Laws of 1886.

On the 27th day of May, 1887, this company sold its said horse car railroad franchises and property to the said Atlantic Avenue Railroad Company of Brooklyn, under the authority of chapter 282 of the Laws of 1886, for the sum of \$490,000, the whole amount of purchase money being secured by bond and mortgage (interest five per cent) upon the property sold, payable upon the 1st day of January, 1898, the date of the maturity of the first mortgage bonds of this company, amounting to \$500,000.

Capital Stock and Funded Debt.

CAPITAL STOCK AND INCOME BONDS.

	COMMON.		Income bonds, total par value.
	No. of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	.....
Reduced to	2,500	250,000	.....
Issued on account of construction	2,500	\$250,000	.....
*Income bonds not secured by mortgage.....			\$250,000
Total now outstanding	2,500	\$250,000	\$250,000

Grand total of common stock and income bonds now outstanding \$500,000 00
Number of stockholders..... 17

FUNDED DEBT.

DESIGNATION OF LIEN	DATE	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Oct. 1, 1874	30	p.c. 7	Jan. and July	\$500,000	\$400,000	\$390,000
Second mort. bonds.	Feb. 1, 1886	40	6	Feb. and Aug.	500,000	490,000	480,000
Third mort. bonds..	Mar. 1, 1891	11	6	Mch. and Sept.	200,000	98,000	95,000
Total					\$1,200,000	\$1,018,000	\$1,015,000
Deduct amount of bonds and mortgage of Atlantic Avenue Railroad Company of Brooklyn, proceeds of sale of horse-car franchise and property in said city						430,000	
Net funded debt now outstanding						\$588,000	

* Interest payable only out of net earnings of each year after payment of interest on the pre-bonded indebtedness, which interest is not cumulative; issued May 1, 1890, for 40 years; interest 6 per cent, payable May and November.

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$16,875 91
Bridges		19,815 32
Superstructure (including ties)	\$991 53	105,883 05
Land, buildings, fixtures, etc.	10,935 36	535,117 17
Land damages		23,566 15
Engineering expenses		1,939 07
Purchase of constructed road		300,000 00
Total cost of road	\$11,927 81	\$1,008,746 87
EQUIPMENT.		
Locomotives		\$37,101 57
Passenger cars		65,777 31
Freight and other cars		6,449 68
Total cost of equipment		\$109,327 56
Grand total cost of road and equipment	\$11,927 81	\$1,138,074 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

On account Thirty-ninth street ferry extension (track)	\$991 53
Various betterments to new union depot, interest, etc.	3,604 77
New switch tower at Kensington junction	1,449 00
New dynamo for electric-light plant	1,882 47
* Sundry betterments charged to land, buildings, fixtures, etc.	4,030 04
Total	\$11,927 81

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$150,387 34
Less operating expenses (excluding all taxes)	129,890 18
Net earnings from operation	\$20,507 16
<i>Income from other sources as follows, viz.:</i>	
Atlantic Avenue railroad, interest	\$21,000 00
Rent and privileges	19,890 52
	40,890 52
Gross income from all sources	\$70,457 68
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$85,100 00
Rentals	18,000 00
Taxes on property used in operation of road and all other taxes.	4,079 99
Interest on floating debt	7,088 33
	90,218 32
Deficit for year ending June 30, 1892	\$19,760 58

General Income Account.

Deficit for year ending June 30, 1892	\$19,760 58
Deficit up to June 30, 1891	90,471 94
Total deficit June 30, 1892	\$110,232 52

DETAILED STATEMENT OF RENTALS.

— York and Coney Island Railroad, one year rental of leased road, Coney Island depot to Coney Island Point	\$10,000 00
Prospect Park and South Brooklyn Railroad Company; one year rental of leased road from Kensington Junction to city line ..	8,000 00
Total amount of rentals deducted from income	\$18,000 00

Land, buildings and fixtures account was credited with \$2,197.36 during the year. Item on above is net after deducting this amount.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$5,067 66	\$5,067 66
Passengers, all local	\$154,319 48		154,319 48
Total gross earnings	\$154,319 48	\$5,067 66	\$159,387 14

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$4,935 75
Repairs of roadbed, renewal of ties	1,589 50
Repairs of bridges (including culverts and cattle guards)	61 80
Repairs of stations, shops, docks, etc	2,231 06
Repairs of fences	47 53
Total	\$8,865 64

Maintenance of equipment:

Repairs of locomotives	\$5,402 01
Repairs of cars	4,067 64
Repairs of machinery and tools	376 30
Total	\$9,845 95

Conducting transportation:

Wages of conductors and men	\$10,071 78
Wages of engineers and firemen	12,122 75
Fuel for locomotives	19,825 92
Oil and waste	1,466 66
Water supply	455 11
Other train supplies or expenses	801 91
Wages for labor at stations	11,633 33
Station supplies	3,393 39
Wages of watchmen, flagmen and switchmen	14,934 73
Other expenses for conducting transportation	223 30
Total	\$74,948 07

General expenses:

Salaries of general officers and clerks	\$16,388 58
General office expenses and supplies	1,652 77
Stationery and printing	2,173 90
Outside agencies and advertising	4,378 15
Legal expenses	4,625 02
Insurance	4,221 36
Injuries to persons	893 58
Telegraph maintenance and operation	1,122 75
Mileage of cars of other companies (debit balance)	604 71
Other general expenses	110 00
Total	\$36,179 77

Grand total operating expenses.....\$120,990 18

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$1,000,746 67
Cost of equipment	129,227 56

Other permanent investments, as follows, viz.:

Bonds of other companies	420,000
--------------------------------	---------

Current assets, as follows, viz.:

Cash on hand	\$15,343 43
Bills receivable	21,326 54
Due by agents	970 00
Open accounts	18,946 69
Materials and supplies	987 99
Profit and loss (deficiency)	57,345
	110,224

\$1,790,552

LIABILITIES.

Capital stock.....	\$350,000 00
Income bonds.....	250,000 00
Funded debt.....	1,016,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$20,990 00	
Rentals unpaid	6,500 00	
Audited vouchers and pay-rolls.....	4,484 88	
Open accounts.....	7,777 06	
Loans and bills payable.....	155,800 98	
		304,552 86
		\$1,720,552 86

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,220,919
Passenger train mileage	202,618
Freight train mileage	3,570
All other train mileage.....	5,818
Total train mileage.....	212,001

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid from Ninth avenue and Twentieth street, Brooklyn, to Coney Island Beach, single track	5.87	.....	5.87
Branches or other roads, laid single track .....	.86	3.78	4.14
Total single track.....	6.23	3.78	10.01
Second track on main line	5.88	.....	5.88
Second track on branches or other roads .....	.86	1.87	1.78
Total second track.....	5.69	1.87	7.06
Sidings and turnouts on main line	6.74	.....	6.74
Sidings and turnouts on branches or other roads .....	.33	1.59	1.92
Total sidings and turnouts.....	7.07	1.59	8.66
Grand total of tracks, sidings and turnouts	18.99	6.74	25.73
Laid with steel rail, main line.....	15.77	.....	15.77
Laid with steel rail, branches or other roads	1.05	5.53	6.58
Laid with iron rail, main line	2.17	.....	2.17
Laid with iron rail, branches or other roads .....	.....	1.21	1.21

Average life of rails — steel, 16 years; iron, 9 years; average life of ties, 6 years; weight of rails per yard — steel, 50 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken slate.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Prospect Park and Coney Island Railroad.....	Brooklyn, Bath & West End R. R....	Fifth avenue, bet. Thirty-sixth and Thirty-seventh sts.	.86	Owned..	.86	.86
New York and Coney Island Railroad.....	Coney Island Dep't	Coney Island Pt..	2.41	Leased..	.....	2.41
Prospect Park and South Brooklyn Railroad.....	Kensington Junc.	City Line..	1.15	Leased..	1.15	1.15
Brooklyn, Bath and West End Railroad.....	City Line Junc....	Union Depot.....	.32	Leased..	.32	.32
Oulver Route	Parkville	Bay Ridge.....	2.80	Track's	2.80	2.80

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number	Aggregate length.
Wooden trestles.....	1	Feet. 1,021

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	9	2	11	.....	42,000	10	.....
First-class passenger cars.....	42	14	56	\$1,375	21,000	56	56
Baggage, mail and express cars.....	1	.....	1	800	20,000	1	1
Total.....	43	14	57	.....	.....	57	57
Box freight cars.....	1	.....	1	\$400	14,000	.....	.....
Gondolas	19	.....	19	200	14,000	.....	.....
Caboose, 4-wheel cars.....	1	.....	1	800	9,000	.....	.....
Service, 4-wheel cars	2	.....	2	300	9,000	.....	.....
Total	23	.....	23	.....	.....	.....	.....

Passenger cars are equipped with Cowell patent coupler and spring buffer, and freight cars with McKeen automatic coupler.

Brahm automatic needle and Lorentz switches are used in all main line connections.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	16.7
Railroads crossing road at grade.....	.....
Railroads crossing road over or under grade.....	.....
Highway crossings at grade without protection.....	.....
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	.....

Passenger cars are heated with Spear and Baker heaters, lighted with kerosene oil and ventilated by mesh ventilators.

The Long Island Parlor Car Company runs cars to the Brooklyn Jockey Club race track during spring and fall meetings. The extra charge is twenty-five cents for passage each way the entire distance.

PROSPECT PARK AND CONEY ISLAND.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Grain	819	6
Live stock	94	.5
Lumber	508	12
Stone, etc	407	7
Coal and coke	294	4.5
Petroleum and other oils	171	3.5
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	810	6
All other manufactures	70	1.5
All other merchandise	887	8
Beer, ale, ice cream, milk, ice, etc	2,474	50
Total	4,979	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	.....	3
Employees	1	1	2
Others .....	.....	2	2
Total	4	3	7

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 150

Officers of the Company.

Name.	Title.	Official Address.
ANDREW R. CULVER.....	President.....	4 and 5 Court square, Brooklyn, N. Y.
ALLAN C. WASHINGTON....	Treasurer	4 and 5 Court square, Brooklyn, N. Y.
HIRAN A. FARON.....	Secretary	4 and 5 Court square, Brooklyn, N. Y.
ALBERT B. BIERCK.....	Auditor	4 and 5 Court square, Brooklyn, N. Y.
RICHARD SCHMEERHORN...	Superintendent.....	Ninth ave. and 20th st., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
ANDREW R. CULVER	Brooklyn, N. Y.
ALLAN C. WASHINGTON.....	New York city.
AUSTIN CORBIN	New York city.
SIDNEY WEBSTER	New York city.
FRANZ C. NIEBUHR	Brooklyn, N. Y.
THEODORE B. MOORE	New York city.
HIRAN A. FARON.....	Brooklyn, N. Y.

Title of company, Prospect Park and Coney Island Railroad.
 General offices at 4 and 5 Court square, Brooklyn, N. Y.
 Date of close of fiscal year June 30.
 Date of stockholders' annual meeting, third Monday in September.
 For information concerning this report address Andrew R. Culver, President.

PROSPECT PARK AND SOUTH BROOKLYN.

LESSOR.

LESSEE — PROSPECT PARK AND CONEY ISLAND.

(Date of charter, June 12, 1893.)

This company was organized for the purpose of constructing a railroad from Gravesend avenue, near Thirty-eighth street, in the town of Flatbush, to the city line, near Thirty-eighth street, to connect the railroad of the Prospect Park and Coney Island Railroad Company on Gravesend avenue with the railroad of the Brooklyn, Bath and West End Railroad Company at said city line and Thirty-eighth street.

On the 1st day of January, 1890, the railroad of the Prospect Park and South Brooklyn Railroad Company was leased for the full term of its corporate existence to the Prospect Park and Coney Island Railroad Company, at an annual rental of three thousand (\$3,000) dollars per annum, payable half yearly (July 1st and January 1st), and said railroad is now in the possession of and is being operated by said Prospect Park and Coney Island Railroad Company in connection with its main line on Gravesend avenue, thereby making a through line of double-track railroad from Coney Island to the new Union depot at Fifth avenue and Thirty-sixth street, Eighth ward, city of Brooklyn.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$50,000

Number of stockholders 10

Cost of Road.

	Total cost up to June 30, 1893.
Superstructure (including ties) and rails.....	\$31,956 28
Land and land damages.....	18,043 15
Total cost of road	\$50,000 00

Income Account for Year Ending June 30, 1893.

Income from all sources, as follows, viz.:

Rent from Prospect Park and Coney Island railroad under lease..... \$3,000 00

Payments from net income as follows, viz.:

Dividends declared, six per cent on \$50,000 common stock 3,000 00

Officers of the Company.

Name.	Title.	Official Address.
ANDREW R. CULVER.....	President	4 and 5 Court sq., Brooklyn, N. Y.
ALLEN C. WASHINGTON	Treasurer	4 and 5 Court sq., Brooklyn, N. Y.
LYSANDER STACEY	Secretary	4 and 5 Court sq., Brooklyn, N. Y.
A. B. BIERCK	Auditor	4 and 5 Court sq., Brooklyn, N. Y.
R. SCHERMERHORN	Superintendent	9th ave. and 90th st., New York city.

Directors of the Company.

Name.	Residence.
ANDREW R. CULVER	Brooklyn, N. Y.
ALLAN C. WASHINGTON	New York city
THEODORE B. MOORE	New York city
LYSANDER STACEY	Brooklyn, N. Y.
HIRAM A. FARON	Brooklyn, N. Y.
ARTHUR D. HAMPTON	Brooklyn, N. Y.
ALBERT B. BIERCK.....	Brooklyn, N. Y.

Title of company, Prospect Park and South Brooklyn Railroad Company.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in September.

For information concerning this report, address Andrew R. Culver, President.

Lessor.

LEWKE—DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 14, 1892.)

The Rensselaer and Saratoga Railroad Company was organized and chartered April 14, 1882, to run from Troy to Ballston, a distance of twenty-five miles.

The present miles of road now owned and leased by the Rensselaer and Saratoga Railroad Company is about 200 miles. June, 1860, the Rensselaer and Saratoga Railroad Company leased the Saratoga and Schenectady railroad and the Albany and Vermont railroad. In 1865, the Rensselaer and Saratoga Railroad Company leased the Saratoga and Whitehall railroad and the Rutland and Washington railroad. In 1868 the Rensselaer and Saratoga Railroad Company leased and became owners of all the capital stock of the Glens Falls railroad. February, 1870, the Rensselaer and Saratoga Railroad Company leased the Rutland and Whitehall railroad.

May 1, 1871, the Benneclaw and Saratoga Railroad Company leased all its roads and leased them to the Delaware and Hudson Canal Company which are now operated by them.

Capital Stock and Funded Debt.

CAPITAL STOCK

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	100,000	\$10,000,000	\$10,000,000

Number of stockholders 596

Foreign Debt.

Designation of Loan.	Date.	Term, years.	Interest.		Amount author- ized.	Amount outstand- ing	Cash real- ized on amount outstand- ing.
			Rate.	When payable.			
First mortgage	May, 1871	50	p.c. 7	May. and Nov.	\$2,000,000	\$2,000,000	\$2,000,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$286,994 56	\$8,390,363 15
Bridges	12,565 19	909,398 92
Superstructure (including ties).....	137,386 73	2,568,714 36
sills	14,790 98	325,387 66
and	7,008 86	90,369 41
and damages	1,827 98	1,070,488 75
tees .....	.....	4,177 43
passenger and freight stations.....	5,472 66	423,596 98
engine and car houses.....	1,477 80	475,354 68
rope, machinery and tools.....	.....	21,964 21
oil and water stations .....	.....	16,328 66
engineering expenses.....	2,899 23	223,384 35
telegraph line .....	.....	2,422 34
Total cost of road.....	\$519,908 27	\$9,569,744 66

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment — (Continued).

Equipment.	Additions or betterments during year ending June 30, 1898.	Total cost of road and equipment up to June 30, 1898.
Locomotives	\$497,750 00
Passenger cars	219,809 01
Mail, baggage and express cars	3,000 00
Freight and other cars	607,304 00
Total cost of equipment	\$1,327,863 01
Grand total cost of road and equipment	\$10,917,498 27

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

<i>Grading and masonry:</i>		
Gradings for second track	\$206,655 50	
Grading for side tracks	9,300 44	
Bridge masonry	21,108 00	\$236,964 94
<i>Bridges:</i>		
Replacing timber bridges with iron		12,558 19
<i>Superstructures:</i>		
For second track	\$122,641 47	
For side tracks	7,586 94	
For bridges	7,305 21	137,534 62
<i>Rails:</i>		
For second track	\$8,800 00	
For side tracks	5,881 00	14,700 00
<i>Land:</i>		
For gravel bank at Mechanicville	\$5,000 00	
For right of way	2,000 25	7,000 25
<i>Land damages:</i>		
For right of way, second track		1,307 25
<i>Passenger and freight stations:</i>		
New dock at Caldwell		5,473 00
<i>Engine and car houses:</i>		
Turn table at Mechanicville		1,477 00
<i>Engineering expenses:</i>		
Salaries of engineers, and expenses		2,820 20
		\$219,908 27

Income Account for Year Ending June 30, 1898.

<i>Income from all sources as follows, viz.:</i>		
Interest		\$1,000 00
From Delaware and Hudson Canal Company to maintain organization		1,000 00
From Albany and Vermont Railroad Company as per agreement		500 00
Gross income from all sources		\$2,500 00
<i>Payments from net income, as follows, viz.:</i>		
Salaries	\$1,800 00	
Interest on mortgage	00 00	
Law expenses and sundry expenses	1,800 25	3,600 25
Surplus for year ending June 30, 1898		\$815 11

RENSSELAER AND SARATOGA.

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General Income Account.

Surplus for year ending June 30, 1898	\$216 25
Surplus up to June 30, 1897	58,550 81
Total surplus June 30, 1898	\$59,767 06

General Balance Sheet June 30, 1898.

ASSETS.

Cost of road	\$9,509,744 05
Cost of equipment	1,347,744 01

Other permanent investments as follows, viz.:

Glen Falls railroad	455,451 85
Salem and Rutland railroad	150,000 11
Troy Union railroad	125,000 00
Ownership in Champlain Transportation Company's boats purchased by R. and S. Railroad Company	300,447 87

Current assets as follows, viz.:

Cash	59,767 06
.....	\$12,000,397 08

LIABILITIES.

Capital stock	\$10,000,000 00
Funded debt	2,000,000 00
Profit and loss (surplus)	59,767 08
.....	\$12,059,767 08

Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER	President	Troy, N. Y.
JOHN H. NEHER	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER	Troy, N. Y.
JOS. M. WARREN	Troy, N. Y.
Geo. B. WARREN	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
WILLIAM H. DOUGHTY	Troy, N. Y.
CL. E. DUDLEY TRENTE	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LE GRAND C. CRAMER	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
ISAAC V. BAKER	Comstock, N. Y.
JOHN HORACE WARREN	Boosick Falls, N. Y.

Title of company, Rensselaer and Saratoga Railroad Company.

General office at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address John H. Neher, Treasurer.

RENSSELAER AND SARATOGA.

LEASER.

Cost of Road and Equipment.

Road.	Additions or betterments by lessee during year ending June 30, 1892.	Lessee's total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$27,322 88	\$27,322 88
Bridges	44,408 06	44,408 06
Superstructure (including ties)	16,123 88	16,123 88
Rails	6,779 40	6,779 40
Land	4,098 25	4,098 25
Land damages	1,198 40	1,198 40
Passenger and freight stations	*300 00	*300 00
Total cost of road	\$100,129 87	\$100,129 87
EQUIPMENT.		
Locomotives	\$91,614 96	\$712,122 88
Passenger cars	35,405 08	428,179 31
Mail, baggage and express cars	18,114 17	44,517 81
Freight and other cars	8,543 85	1,202,457 68
Total cost of equipment	\$148,541 56	\$2,392,587 68
Grand total cost of road and equipment	\$248,671 43	\$2,492,707 68

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for second track	\$12,038 98	
Grading for side tracks	264 11	
Bridge masonry	12,097 98	
Filling bridges	2,921 80	\$27,322 88
Widening bridges, account of second track, and replacing wooden bridges with iron		44,408 06
Superstructure for second track	\$8,910 08	
Superstructure for side track	6,448 88	
Superstructure for bridges	2,765 50	16,123 88
Rails for second track and side tracks	{ Second track .. 88 Side tracks .. \$6,779 57	6,779 40
Land in village of West Troy and expense account of same	\$4,550 00	
Land in city of Albany	288 00	
Recording deeds of land	18 25	4,856 25
Land for right of way in village of Fort Edward	\$240 00	
Required to fill trestle in village of Fort Edward	280 00	
Recording deeds	8 40	1,198 40
*Amount received from sale of old depot at West Rutland		300 00
Sixteen locomotives transferred from A. & S. R. R. equipment	\$151,890 92	
Headlight and fixtures for one new mogul freight locomotive	69 36	
Headlight and fixtures for four new mogul passenger locomotives	270 90	
Credit.		
By seven locomotives transferred to A. & S. equipment	\$161,736 14	
	70,121 18	91,614 96
Seats for new passenger cars, bought in 1891	\$4,530 00	
Steel wheels for same, bought in 1891	2,016 00	
Air breaks, etc., for same, bought in 1891	745 08	
Seven new passenger coaches, bought in 1892	28,174 00	35,405 08
Eight new baggage cars built at Delaware and Hudson shops		18,114
Standard car couplers for new 8-wheel gondola cars	\$3,085 00	
Freight charges, labor and expenses, inspection car axles account of same	906 70	
Expenses, inspection new box cars, etc	114 65	2,348
		\$248,671 43

* Credit.

Income Account for Year Ending June 30, 1899.

Gross earnings from operation	\$2,563,732 15
Less operating expenses (excluding all taxes)	1,581,604 07
Net earnings from operation	\$982,128 08
<i>Income from other sources as follows, viz.:</i>	
Dividend on Champlain Transportation Company's stock	9,545 00
Gross income from all sources	\$991,673 08
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$1,073,726 87
Taxes on property used in operation of road	77,784 98
Taxes on earnings and capital stock	26,504 84
Taxes other than above	897 28
	1,178,893 86
Deficit for year ending June 30, 1899	\$187,210 78

General Income Account.

Deficit for year ending June 30, 1899	\$187,210 78
Deficit up to June 30, 1891	581,517 57
Total deficit June 30, 1898	\$718,728 35

DETAILED STATEMENT OF RENTALS

Dividend on stock	\$797,255 99
Interest on bonds	140,000 00
Maintaining organization	1,000 00
Interest on equipment of Delaware and Hudson Canal Company	64,673 07
<i>Sub leases:</i>	
Albany and Vermont	30,000 00
New York Central and Hudson River Railroad Company	2,500 00
Saratoga and Schoenectady Railroad Company	31,750 00
Brntland and Whitehall Railroad Company	15,428 00
Green Island lots	455 81
Total amount of rentals deducted from income	\$1,073,726 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$397,755 35		
Freight, local	1,381,016 31		
		\$1,538,771 56	\$1,538,771 56
Passengers, through	\$118,251 94		
Passengers, local	764,750 01		
	\$883,701 95		883,701 95
Mail	24,686 53		24,686 53
Extra baggage	3,274 80		3,274 80
Express	55,700 49		55,700 49
Newspaper and baggage express	5,434 65		5,434 65
<i>Miscellaneous, as follows, viz.:</i>			
Hauling cars	\$7 30		
Rents	11,327 77		
Telegraph	4,850 86		
Troy toll-bridge	42,141 93		
Locomotive service	1,884 29		
	28,108 76	22,053 22	50,162 08
Total gross earnings	\$1,009,907 27	\$1,560,824 88	\$2,563,732 15

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$100,431 31	\$140,306 86	\$240,638 06
Repairs of roadbed	6,799 34	11,993 12	18,792 46
Repairs of bridges (including culverts and cattle guards)	4,841 15	6,662 61	11,503 76
Repairs of stations, shops, docks, etc.	12,991 28	9,173 61	22,175 44
Repairs of fences	5,411 78	7,376 98	12,788 70
Other expenses for maintenance of way and structures	13,448 81	18,738 73	32,187 54
Total	\$143,914 12	\$194,168 84	\$338,072 96

Analysis of Gross Earnings and Operating Expenses — (Continued).

EARNINGS.	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$38,222 43	\$41,203 88	\$79,561 31
Repairs of cars.....	44,221 11	68,874 68	113,165 89
Repairs of machinery and tools.....	3,134 95	4,359 08	7,594 03
Other expenses for maintenance of equipment.....	12,855 56	17,689 49	30,545 05
Total.....	\$98,434 07	\$132,127 13	\$230,561 20
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$43,028 77	\$95,760 07	\$138,788 84
Wages of engineers and firemen.....	56,177 17	81,514 13	137,691 30
Fuel for locomotives.....	116,619 99	185,572 37	302,192 36
Oil and waste.....	9,578 08	12,003 88	21,581 96
Water supply.....	3,498 07	4,530 56	8,028 63
Other train supplies or expenses.....	8,817 82	10,960 60	19,778 42
Wages of station agents and clerks.....	17,103 44	30,402 23	47,505 67
Wages for labor at stations.....	21,628 90	34,516 22	56,145 12
Station supplies.....	9,114 43	4,972 02	14,086 45
Wages of watchmen, flagmen and switchmen.....	22,255 31	28,190 80	50,446 11
Other expenses for conducting transportation.....	7,473 22	14,067 43	21,540 65
Total.....	\$380,445 30	\$553,898 40	\$934,343 70
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$12,908 79	\$28,195 34	\$41,104 13
General office expenses and supplies.....	3,110 54	5,975 19	9,085 73
Stationery and printing.....	4,609 06	6,707 97	11,317 03
Outside agencies and advertising.....	3,343 34	63 08	3,406 42
Legal expenses.....	1,328 93	1,497 73	2,826 66
Loss and damage of freight and baggage.....	400 00	3,423 59	3,823 59
Damage to cattle and property.....	304 15	503 23	807 38
Injuries to persons.....	15,214 25	9,109 39	24,323 64
Telegraph maintenance and operation.....	7,088 22	21,180 96	28,269 18
Mileage of cars of other companies (debit balance).....	15,522 39	*21,727 90	*37,250 29
Insurance.....	5,397 06	3,977 07	9,374 13
Other general expenses.....	93 71	108 00	201 71
Total.....	\$74,899 01	\$64,255 20	\$139,154 21
Grand total operating expenses.....	\$657,134 00	\$618,153 60	\$1,275,287 60

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	24,544,398	2,187,128	26,731,526
Number of passengers carried one mile.....	861,079	1,680,999	2,542,078
Number of tons of freight carried.....	34,544,353	75,064,799	109,609,152
Number of tons of freight carried one mile.....			
Passenger train mileage.....			819,640
Freight train mileage.....			954,801
All other train mileage.....			15,905
Total train mileage.....			1,790,346

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$1,002,907 27	\$657,134 00	\$345,773 27
Average per passenger carried.....	44	26	18
Average per passenger train per mile.....	0.068	0.170	0.102
Average per passenger train per mile.....	1 22	77	4
Freight earnings and expenses (including miscellaneous earnings).....	1,560 834 88	944,470 07	616,364 81
Average per ton of freight carried.....	67	41	26
Average per ton of freight per mile.....	0.142	0.086	0.056
Average per freight train per mile.....	2 75	1 67	1 08

* Credit.

Traffic and Mileage Statistics -- (Continued).

ITEM Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	Cents. 2.687	Cents. 2.383	Cents 2.868
Average rate received per mile per ton for carry- ing freight, all classes.....	.862	1.639	1.894

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
Main line laid from Albany to Lake Champlain, single track....	79.14	79.14
Branches or other roads, laid single track.....	76.01	112.66
Total single track.....	155.15	191.80
Second track on main line.....	72.01	72.01
Second track on branches or other roads.....	6.09	6.09
Total second track.....	78.10	78.10
Sidings and turnouts on main line.....	44.88	44.88
Sidings and turnouts branches or other roads.....	40.70	54.80
Total sidings and turnouts.....	85.58	99.68
Grand total of tracks, sidings and turnouts.....	318.83	399.58
Laid with steel rail, main line.....	151.15	151.15
Laid with steel rail, branches or other roads.....	89.10	119.75
Laid with iron rail, main line.....	44.88	44.88
Laid with iron rail, branches or other roads.....	40.70	54.80

Average life of rails -- steel 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard -- steel, maximum, 80 lbs.; minimum, 68 lbs.; iron, maximum, 62 lbs.; minimum, 56 lbs.; gauge of track 4 feet 8 1/4 inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
West Troy & Green Island	West Troy.....	Green Island....	1.08	1.08	Leased.	1.08	2.14
Rensselaer and Saratoga	Troy	Waterford Junc.	5.59	5.59	Leased.	.43	6.02
Saratoga & Schenectady.	Schenectady	Ballston	14.97	14.97	Leased.	4.60	19.57
Glens Falls Railroad.....	Fort Edward....	Caldwell	15.12	15.12	Leased.	.....	15.12
Saratoga and Whitehall.	Whitehall	State line.....	6.63	6.63	Leased.	.....	6.63
Rutland and Whitehall..	State line.....	Castleton.....	.....	6.83	Leased.	.....	6.83
Rutland and Washington	Eagle Bridge....	Rutland	32.62	62.44	Leased.	.....	62.44

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	77	Feet. 10,823	100	Feet 12,298
Wooden bridges	3	192	5	370
Wooden trestles.....	5	1,644	5	1,644
Total	85	12,658	110	14,307

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers ..	59	2	61	\$9,348 75	189,000	20	25	.....
Locomotives, 4 drivers ..	11	42	53		180,100	20	53	.....
Total.....	70	44	114	.....	.....	.....	78	.....
First-class passenger cars	86	32	118	\$4,737 00	37,500	15	118	118
Second and third class passenger cars.....	16	.....	16	1,981 00	.....	15	■	16
Baggage, mail and express cars ..	31	19	50	1,913 00	33,000	15	50	50
Total.....	113	51	164	.....	.....	.....	164	164
Box freight cars	639	471	1,099	\$690 00	29,400	10	.....	359
Stock freight cars ..	5	.....	5	690 00	20,000	10	.....	.....
Coal freight cars	1,239	349	1,488	517 00	24,500	10	.....	1,039
Flat freight cars.....	238	222	460	690 00	15,000	10	.....	19
Caboose, 4-wheel cars....	14	20	34	477 00	10,000	10	.....	.....
Caboose, 6-wheel cars....	2	2	4	505 87	21,000	10	.....	.....
Service cars	10	3	13	709 33	.....	10	1	1
Total.....	2,196	977	3,103	.....	.....	.....	1	1,991

Passenger cars equipped with Westinghouse automatic air brake and Miller and Gould coupler; freight cars with standard Gould and Trojan coupler.

Four-fifths of road equipped with automatic safety switch; the remainder has the ordinary stub switches.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	348.39	355.01
Total assessed value of real estate. ....	.....	3,994,983
Length of steel rails laid during year in repairs, miles ..	27.53	43.39
Length of iron rails laid during year in repairs, miles.	7.69	8.35
Railroads crossing road at grade	3	3
Railroads crossing road over or under grade	4	4
Highway crossings at grade without protection.....	169	234
Highway crossings at grade protected by gates or flagmen.....	51	57
Highway crossings over or under grade.....	20	20
Overhead obstructions less than twenty feet above track.....	8	8

Passenger cars are heated by Consolidated Car Heating Company's system, lighted by mineral seal oil, 300° test, and ventilated by Creamer and globe ventilators in transoms and elevated roofs.

National Express Company runs over this road, paying for local freight one and one-half first class tariff rates; between New York, Rutland, Vt., and Rouse's Point, N. Y., two-thirds first class; between other competing points, first-class; also 10 per cent of their profits.

Wagner Palace Car Company runs its cars over this road, and is paid three cents per mile for sleeping cars and one cent per mile for drawing-room cars. The railroad company hot cates and cleans outside of cars. Pullman's Palace Car Company also runs its cars over the road, receiving three cents per mile run; no additional charge made by railroad company.

Wagner Palace Car Company received during the year \$5,277.17, and the Pullman's Palace Car Company was paid \$196 41; total, \$5,473.58.

Mails are transported for compensation fixed by the government.

RENSSELAER AND SARATOGA.

529

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	21,551	0 92
Grain	49,591	3.12
Meats and provisions	25,889	1.08
Live stock	4,673	0 21
Lumber	144,140	6 15
Pig and bar iron and steel	84 489	3 61
Iron or other ores	872 082	15 91
Coal and coke	839,904	35 18
Petroleum and other oils	19,098	0 82
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	100,524	6 85
All other manufactures	88,711	3.79
All other merchandise	34,499	1 47
All other agricultural products	78,999	3 16
All other articles not included above	458,679	18.73
Total	2,342,079	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	9	.....	9
Employees	29	8	37
Others	10	18	28
Total	48	26	74

EMPLOYEES.

Average number of persons employed (including officials) during the year, 1,974
Aggregate amount of salaries and wages paid them during the year \$1,050,676 00

For list of officers and directors of lessee company, see lessee's report of Albany and Susquehanna Railroad Company.

Title of lessee company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report address S. T. S. Henry, Auditor.

ROCHESTER AND GENESEE VALLEY.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, July 2, 1851.)

This road was organized by charter dated July 2, 1851. It was operated as an independent road until about 1870 or 1871, when it was leased perpetually to the Erie Railway, now the New York, Lake Erie and Western Railroad Company.

It is operated by that company and to it reference must be had for further information on the various particulars on which information is desired.

Capital Stock.

	Number of shares	Par value.
Authorized by law or charter	8,000	\$800,000
Used for actual cash and now outstanding	5,552	555,200

Number of stockholders..... 54

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Net income from all sources as follows, viz.:

Rental received from lessee.....	\$34,812 00
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Payments from net income, as follows, viz.:

Dividends, 6 per cent on \$555,200, common stock	\$33,312 00
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Maintaining organization.....	100 00
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	\$34,812 00
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General Balance Sheet June 30, 1892.

ASSETS.

Value of road.....	\$325,200 00
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LIABILITIES.

Capital stock	\$55,200 00
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Officers of the Company.

Name.	Title.	Official Address.
JAMES BRACKETT	President.....	Rochester, N. Y.
DANIEL W. POWERS.....	Vice-President.....	Rochester, N. Y.
JOSIAH ANSTICE.....	Secretary and Treasurer	Rochester, N. Y.

Directors of the Company.

Name.	Residence.
JAMES BRACKETT	Rochester, N. Y.
D. W. POWERS.....	Rochester, N. Y.
E. FRANK BREWSTER	Rochester, N. Y.
S. J. MAOY.....	Rochester, N. Y.
HAYWOOD HAWES.....	Rochester, N. Y.
JOSIAH ANSTICE.....	Rochester, N. Y.
B. D. MCALPINE.....	Rochester, N. Y.
THOMAS McMILLAIN	Rochester, N. Y.
C. H. BARCOCK.....	Rochester, N. Y.
DAVID HAYES.....	Rochester, N. Y.
GILMAN H. PERKINS.....	Rochester, N. Y.
HENRY C. BREWSTER	Rochester, N. Y.
M. F. REYNOLDS	Rochester, N. Y.

Title of company, Rochester and Genesee Valley Railroad.

General offices at Rochester, N. Y.

Date of close of fiscal year, June 15.

Date of stockholders' annual meeting, second Thursday in June.

For information concerning this report, address Josiah Anstice, Secretary.

ROCHESTER AND GLEN HAVEN.

(Date of charter, December 2, 1887.)

No report filed for year ending June 30, 1893.

For last statement filed, see report of 1891.

ROCHESTER, HORNELLSVILLE AND LACKAWANNA.

REPORT OF M. S. BLAIR, Receiver.

(Date of charter, June 9, 1868.)

The Rochester, Hornellsville and Lackawanna Railroad was organized under the General Railroad Act, June 9, 1866, to construct and operate a railroad from the city of Hornellsville, Steuben county, N. Y., to Hornellsville Junction, Allegany county, N. Y., where it intersects the Lackawanna and Pittsburg Railroad.

The Lackawanna and Southwestern Railroad Company was organized under the General Railroad Act, May 7, 1869.

The above-named companies were consolidated May 29, 1869, as the Lackawanna and Southwestern Railroad Company.

At a Special Term of the Supreme Court held in the city of Buffalo on the 8th day of September, 1890, Hon. Loran L. Lewis, justice presiding, Mitchell S. Blair of Angelica, N. Y., was appointed receiver of the Rochester, Hornellsville and Lackawanna railroad in an action in which the people of the State of New York are plaintiffs and the Rochester, Hornellsville and Lackawanna Railroad Company and the American Loan and Trust Company are defendants.

Very soon after entering upon the discharge of the duties of his trust, said receiver leased from the Lackawanna and Pittsburg Railroad Company so much of its road as lay between Hornellsville and Wayland, and has since operated as a continuous line the road lying between Hornellsville and Wayland, under the name and title of the Rochester, Hornellsville and Lackawanna Railroad.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$31,071 48
Less operating expenses (excluding all taxes).....	83,942 50
Deficit from operation.....	\$52,871 02
Deductions from income, as follows, viz.:	
Taxes.....	543 34
Deficit for year ending June 30, 1892.....	\$53,414 41

General Income Account.

Deficit for year ending June 30, 1892.....	\$53,414 41
Surplus up to June 30, 1891.....	1,067 73
Total deficit June 30, 1892.....	\$52,346 68

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight through and local		\$19,389 62	\$19,389 62
Passengers through	\$4,852 63		4,852 63
Passengers, local.....	4,584 23		4,584 23
Express	300 00		300 00
Miscellaneous, as follows, viz.:			
Conductors' collections.....	1,521 70		1,521 70
Express and baggage	35 05		35 05
Balance car mileage		488 20	488 20
Total gross earnings	\$11,298 61	\$19,777 82	\$31,071 43

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed.....	\$4,941 71	\$3,394 47	\$8,336 18
Repairs of bridges (including culverts and cattle guards)	850 37	556 91	1,417 28
Repairs of stations, shops, docks, etc.....	194 98	189 00	384 97
Other expenses for maintenance of way and structures.....	875 39	450 25	1,325 64
Total	\$6,862 45	\$4,441 63	\$11,304 07

Maintenance of equipment:

Repairs of locomotives.....	\$310 06	\$207 81	\$518 87
Repairs of cars	487 51	291 07	778 58
Repairs of machinery and tools.....	28 81	18 00	47 81
Other expenses for maintenance of equipment.....	102 89	73 25	176 14
Total	\$929 27	\$590 13	\$1,519 40

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$2,322 00	\$1,548 00	\$3,870 00
Wages of engineers and firemen.....	2,106 20	1,444 14	3,550 34
Fuel for locomotives.....	2,415 71	1,610 47	4,026 18
Oil and waste.....	255 10	170 06	425 16
Water supply.....	144 00	96 00	240 00
Other train supplies or expenses.....	249 37	166 26	415 63
Wages of station agents and clerks.....	1,689 72	1,126 48	2,816 20
Station supplies.....	75 08	50 07	125 15
Wages of watchmen, flagmen and switchmen..	288 00	192 00	480 00
Total	\$9,605 18	\$6,403 45	\$16,008 63
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$540 00	\$360 00	\$900 00
General office expenses and supplies.....	196 31	140 86	337 17
Stationery and printing.....	259 31	172 87	432 18
Legal expenses.....	2,119 39	1,412 92	3,532 31
Other general expenses.....	97 71	65 14	162 85
Total	\$3,212 71	\$2,141 81	\$5,354 52
Grand total operating expenses.....	\$20,865 52	\$18,576 98	\$39,442 50

Receiver's General Balance Sheet June 30, 1892.

Current assets, as follows, viz.:

Cash on hand.....	\$3,808 66
Due by agents.....	421 00
Open accounts.....	2,512 26
Materials and supplies.....	177 12
Construction.....	618 84
Profit and loss (deficiency).....	2,396 68
	<u>\$10,010 26</u>

Current liabilities, as follows, viz.:

Audited vouchers and pay-rolls.....	\$4,439 16
Open accounts.....	3,571 10
Loans and bills payable.....	2,000 00
	<u>\$10,010 26</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	5,658	15,135	20,793
Number of passengers carried one mile.....	83,754	297,025	380,779
Number of tons of freight carried.....	20,438	12,121	32,559
Number of tons of freight carried one mile....	344,286	198,788	543,074
Passenger train mileage.....	.....	.....	37,854
Freight train mileage.....	.....	.....	18,300
Total train mileage.....	.....	.....	<u>56,154</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$11,293 61	\$20,365 52	\$9,071
Average per passenger carried.....	54	98	
Average per passenger per mile.....	0.29	0.53	
Average per passenger train per mile.....	30	53	
Freight earnings and expenses (including miscellaneous earnings).....	19,777 83	18,576 98	Profit 6,200
Average per ton of freight carried.....	60	41	
Average per ton of freight per mile.....	36	26	
Average per freight train per mile.....	1 07	74	

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	2 9
Average rate received per mile per ton for carrying freight, all classes.....	2.6

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.
Main line from Hornellsville to Wayland, single track.....	20.78
Branches or other roads, laid single track	7.14
Total single track.....	27.92
Sidings and turnouts on main line.....	8.00
Grand total of tracks, sidings and turnouts.....	30.92
Laid with steel rail, main line	30.92
Weight of rails per yard — steel, maximum, 56 lbs; minimum, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

Details of Branches or Other Roads.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Miles laid with steel rail
Swains Branch.....	Hornellsville Junc.	Swains	7.14	7.14	7.14

EQUIPMENT.

Locomotives, 4 drivers	2
Box freight cars	20
Coal freight cars.....	20
Flat freight cars.....	20
Total	70

United States Express Company operates over road.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	47	1.23
Grain.....	414	1.27
Meats and provisions.....	10	.08
Live stock.....	1,179	3.62
Lumber	8,547	26.25
Coal and coke	4,060	12.43
Petroleum and other oils	62	.19
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	4,405	13.63
All other manufactures	788	2.41
All other merchandise	1,806	5.74
All other agricultural products	4,805	15.04
All other articles not included above.....	5,934	18.14
Total	32,559	100

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	40
Aggregate amount of salaries and wages paid them during the year.....	\$20,488 85

Officers of the Company.

Name.	Title.	Official Address.
M. S. BLAIR	Receiver.....	Angelica, N. Y.

Title of company, Rochester, Hornellsville and Lackawanna Railroad Company.

General offices at Angelica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address J. H. Merriam, Accountant.

ROCHESTER AND LAKE ONTARIO.

(Date of charter, June 8, 1879.)

Capital Stock.

	COMMON.	
	Number of shares.	Total per value.
Authorized by law or charter, issued for actual cash and now outstanding	650	\$25,000
Number of stockholders.....		21

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1898.	Total cost of road and equipment up to June 30, 1898.
Superstructure (including ties).....	*\$2,405 00	\$14,981 85
Land		17,655 25
Passenger and freight stations		18,211 73
Engine and car houses		319 87
Shops, machinery and tools.....		60 00
Fuel and water stations		763 75
Telephone line		612 70
Wharfing		1,113 00
Electric-light plant		2,732 00
Furniture.....		670 00
Total cost of road.....	*\$2,405 00	\$37,512 85
EQUIPMENT.		
Locomotives	*\$766 00	\$3,837 47
Passenger cars.....	*978 08	988 30
Freight and other cars.....		1 123 50
Total cost of equipment	*\$1,744 08	\$5,949 27
Grand total cost of road and equipment.....	*\$4,149 08	\$43,462 12

Income Account for Year Ending June 30, 1898.

Gross earnings from operation		\$36,511 16
Less operating expenses (excluding all taxes)		19,094 74
Net earnings from operation		\$17,416 42
Income from other sources as follows, viz.:		
Rents	\$1,078 50	
Interest	497 25	
		2,175 75
Gross income from all sources.....		\$19,592 17
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	\$1,077 25	
Taxes on earnings and capital stock.	363 57	
Taxes other than above	55 02	
		1,514 84
Net income from all sources		\$18,077 33
Payments from net income, as follows, viz.:		
Dividends declared 15 per cent on \$25,000 common stock.....		3,750 00
Deficit for year ending June 30, 1898.....		\$14,327 33

* Credit.

General Income Account.

Deficit for year ending June 30, 1893.....	\$2,978 47
Surplus up to June 30, 1891.....	18,079 48
	<hr/>
Deduct depreciations.....	\$15,795 00
	4,149 08
	<hr/>
Total surplus June 30, 1893	\$11,646 88
	<hr/>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local.....	\$26,811 16
----------------------------	-------------

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$1,870 81
Steel rail laid, fifteen tons.....	480 00
Repairs of stations, shops, docks, etc.....	857 58
Other expenses for maintenance of way and structures.....	473 09
	<hr/>
Total	\$8,369 48
	<hr/>

Maintenance of equipment:

Repairs of locomotives.....	\$818 44
Repairs of cars.....	572 18
Other expenses for maintenance of equipment.....	651 30
	<hr/>
Total	\$20,041 90
	<hr/>

Conducting transportation:

Wages of conductors and men.....	\$1,951 87
Wages of engineers and firemen.....	1,587 07
Fuel for locomotives.....	2,119 81
Oil and water.....	222 06
Water supply.....	71 04
Wages of station agents and clerk.....	911 06
Wages of watchmen, flagmen and switchmen.....	220 00
Other expenses for conducting transportation.....	578 64
	<hr/>
Total	\$6,811 65
	<hr/>

General expenses:

Salaries of general officers and clerks.....	\$2,900 00
Stationery and printing.....	965 15
Outside agencies and advertising.....	1,790 99
Legal expenses.....	1,944 09
Damage to cattle and property.....	80 00
Other general expenses.....	1,813 68
	<hr/>
Total	\$7,473 91
	<hr/>

Grand total operating expenses.....	\$19,696 94
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General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$57,512 85
Cost of equipment.....	5,949 49

Current assets, as follows, viz.:

Cash on hand.....	\$9,172 14
Working fund.....	5,000 00
	<hr/>
	14,172 14
	<hr/>
	\$77,638 88
	<hr/>

LIABILITIES.

Capital stock.....	\$65,000 00
Current accounts.....	987 00
Profit and loss (surplus).....	11,646 88
	<hr/>
	\$77,638 88
	<hr/>

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	247,894
Number of passengers carried one mile	1,359,988
Passenger train mileage	46,477

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings). . .	\$26,511 18	\$19,906 94	\$6,604 24
Average per passenger carried	1096	0814	0282
Average per passenger per mile	0210	0156	0054
Average per passenger train per mile	5829	4331	1498

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.1

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Rochester to Lake Beach, single track	5.446
Sidings and turnouts on main line .....	.37
Grand total of tracks, sidings and turnouts	5.816

Weight of rails per yard—steel, 40 lbs.; iron, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	3	.....	.....	3
First-class passenger cars	10	\$1,368 19	19,300	10
Flat freight cars	1	\$528 36	16,000	.....
Service cars	2	50 00	.....	.....
Total	3	.....	.....	.....

Passenger cars are equipped with Eames' vacuum brake.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	6.049
Total assessed value of real estate and personal property	\$144,250
Highway crossings at grade without protection	1
Highway crossings at grade protected by gates or flagmen	1

Closed passenger cars are heated by coal stoves and lighted by oil lamps.

EMPLOYEES.

Average number of persons employed (including officials) during the year	37.749
Aggregate amount of salaries and wages paid them during the year	

Officers of the Company.

Name.	Title.	Official Address.
N. H. GALUSHA	President and General Manager	Irondequoit, N. Y.
GEORGE B. SMITH	Vice-President	Irondequoit, N. Y.
J. L. WELD	Secretary	Irondequoit, N. Y.

Directors of the Company.

Name.	Residence.
N. H. GALUSHA.....	Rochester, N. Y.
GEORGE B. SMITH.....	Rochester, N. Y.
H. H. ECKERTON.....	Rochester, N. Y.
WILLIAM C. BARRY.....	Rochester, N. Y.
M. FILON.....	Rochester, N. Y.
J. D. WHIFFLE.....	Rochester, N. Y.
P. B. VEILE.....	Rochester, N. Y.

Title of company, Rochester and Lake Ontario Railway Company.

General offices at Irondequoit, Monroe county, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address J. L. Weld, Secretary, Rochester, N. Y.

ROCHESTER, NEW YORK AND PENNSYLVANIA.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 11, 1881.)

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter and now outstanding.....	15,000	\$1,500,000	\$1,500,000

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN.....	President.....	Mills Building, New York city.
SAMUEL G. DE COURSEY.....	Vice-President.....	242 South 8d st., Philadelphia, Pa.
JOSEPH R. TRIMBLE.....	Secretary.....	242 South 8d st., Philadelphia, Pa.
FRANKLIN S. BUELL.....	Treasurer.....	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS.....	Auditor.....	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DE COURSEY.....	Philadelphia, Pa.
C. H. ALLEN.....	New York city.
E. L. OWEN.....	New York city.
J. D. PROBST.....	New York city.
A. ENGLER.....	New York city.
W. T. TIERCE.....	Philadelphia, Pa.
P. P. PRATT.....	Buffalo, N. Y.
G. E. BARTON.....	Philadelphia, Pa.
E. W. CLARK, JR.....	Philadelphia, Pa.
CARL SCHURZ.....	New York city.
J. D. HANCOCK.....	Franklin, Pa.
J. N. SELIGMAN.....	New York city.
A. MARCUS.....	New York city.

Title of company, Rochester, New York and Pennsylvania Railroad Company.

General office at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address John F. Reynolds, Auditor.

ROME AND CLINTON.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY THE NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 3, 1869.)

The Rome and Clinton Railroad Company was organized on June 3, 1869, and during that year surveys were made and the road located. During that year and the following year subscriptions to the capital stock were obtained and also an agreement for a lease of the road, when the same should be completed, to the New York and Oswego Midland Railroad Company. The road was put under contract for construction in the fall of 1870, and the work was commenced in December of that year, and the work was prosecuted to completion on January 15, 1872, at which time the New York and Oswego Midland Railroad took possession of the same and operated from that date, and the permanent lease of the same was executed on said last mentioned date. The company continued to operate the road under that lease until the company became bankrupt and went into the hands of a receiver, and the receiver operated the same for some time, after which a surrender of the same — as made to the lessees, and then a new lease, upon the same terms as the original lease to the Midland, was made to the Delaware and Hudson Canal Company. The Delaware, Lackawanna and Western Railroad Company operated the road for the Delaware and Hudson Canal Company from the time of such lease until April 1, 1893, at which date the Delaware and Hudson Canal Company entered into possession, and have put the whole road and property in first-class condition and repair and operated the same with great satisfaction to the patrons.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total per value.	
Authorized by law or charter.....	3,700	\$370,000	.....
Issued for actual cash on account of construction and now outstanding	3,453.6	345,360	\$345,360

Cost of Road.

Total cost up to June 30, 1893.

Grading, masonry and ballast, bridges, superstructure (including ties) and rails, land, land damages, fences.....	\$285,800
Passenger and freight stations	80,000
Engine and car houses	8,300
.....	7,000
Total cost of road	\$380,000

Income Account for Year Ending June 30, 1893.

Gross income from all sources, as follows, viz.:

Rental of road.....	\$21,675 01
Maintenance of organization.....	500 00
On account of crossing at Rome	400 00
Gross income from all sources	\$22,575 01

Deductions from income, as follows, viz.:

Expenses crossing at Rome	\$400 00
Sundry expenses and salaries.....	264 50
.....	1,164 51
Net income from all sources.....	\$21,410 50

Payments from net income as follows, viz.:

Dividends declared, 3¼ per cent, July 1, 1891	\$10,790 34
Dividends declared, 3¼ per cent, January 1, 1892	10,790 32
.....	21,580 66
Surplus for year ending June 30, 1893.....	\$20 84

General Income Account.

Surplus for year ending June 30, 1892	\$20 84
Surplus up to June 30, 1891	14,627 16
Total surplus June 30, 1893.....	\$14,648 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$360,000 00
Current assets, as follows, viz.:	
Cash on hand.....	111 87
	<hr/> \$360,111 87
LIABILITIES.	
Capital stock	\$360,000 00
Current liabilities, as follows, viz.:	
Open accounts.....	50 00
Profit and loss (surplus).....	14,062 78
	<hr/> \$360,111 87

Officers of the Company

Name.	Title.	Official Address.
JAMES I. SCOLLARD	President	Clinton, N. Y.
B. J. BRACH	Vice-President.....	Rome, N. Y.
C. D. HAYES.....	Secretary and Treasurer.....	Clinton, N. Y.

Directors of the Company.

Name.	Residence.
B. J. BRACH	Rome, N. Y.
W. H. FULLER.....	Rome, N. Y.
W. H. VAN WAGENEN.....	Rome, N. Y.
W. W. PARRY.....	Rome, N. Y.
H. D. SPENCER	Rome, N. Y.
D. N. CROUSE	Utica, N. Y.
I. R. MILLER.....	Stockton, N. Y.
JAMES I. SCOLLARD	Clinton, N. Y.
F. A. ELLIOTT.....	Clinton, N. Y.
O. H. SMITH.....	Clinton, N. Y.
E. STEBBINS.....	Clinton, N. Y.
CLINTON SCOLLARD.....	Clinton, N. Y.
C. D. HAYES.....	Clinton, N. Y.

Title of company, Rome and Clinton Railroad Company.

General offices at Clinton, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address C. D. Hayes, Secretary and Treasurer.

ROME, WATERTOWN AND OGDENSBURG.

LESSOR

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 11, 1860.)

The Watertown and Rome Railroad Company was chartered April 17, 1833; opened for business from Rome to Watertown in September, 1831, and to Cape Vincent in June, 1832.

The Potsdam and Watertown Railroad Company was chartered February 23, 1832, and opened in June, 1837. The two roads were consolidated under the name of the Rome, Watertown and Ogdensburg Railroad Company, in accordance with special act of the Legislature passed in 1830. The Lake Ontario Shore Railroad Company was chartered March 17, 1838, opened to Ontario in 1873; sold under foreclosure September 22, 1874; reorganized under name of Lake Ontario Railroad Company, and consolidated with the Rome, Watertown and Ogdensburg Railroad Company January 15, 1875. The Syracuse Northern Railroad Company was chartered February 25, 1863, and road opened 1872. It was sold under foreclosure of mortgage in August, 1875; reorganized under name of Syracuse and Northern Railroad Company, and consolidated with the Rome, Watertown and Ogdensburg Railroad Company December 15, 1875.

The Oswego and Rome Railroad Company was chartered April 11, 1863, and opened January 1, 1866. The road is leased to this company. The Niagara Falls Branch railroad, leased to this company September 21, 1881, was chartered December 24, 1876.

The Utica and Black River railroad, chartered January 23, 1836; the Norwood and Montreal railroad, chartered March 1, 1834, and Syracuse, Phoenix and Oswego railway chartered February 16, 1835, and consolidated with the Fulton and Oswego railroad, are leased to this company.

The Syracuse, Phoenix and Oswego Railroad Company was merged into the Rome, Watertown and Ogdensburg Railroad Company August 7, 1849 in accordance with chapter 254 of the Laws of 1867, as amended by chapter 503 of the Laws of 1879.

The Norwood and Montreal Railroad Company was merged into the Rome, Watertown and Ogdensburg Railroad Company the same date, in accordance with the provisions of the same laws.

On March 14 1891, the entire railroad and property of the Rome, Watertown and Ogdensburg Railroad Company, including its leased lines, was leased to the New York Central and Hudson River Railroad Company for the period of the existence of the charter of the lessor company, and any renewals or extensions thereof.

As rental the lessee company assumes the payment of the principal and interest of all the lessor's indebtedness and guarantees the payment of five per cent dividend upon the capital stock of the lessor company, payable direct to each stockholder, in quarterly payments of one and one-quarter per cent, payable the fifteenth day of February, May, August and November of

540 . REPORT OF THE RAILROAD COMMISSIONERS.

each year. Such guaranty is indorsed on each certificate of stock under the seal of the lessee company. The lessee company also agrees to pay to the lessor company the sum of \$15,000 per annum to April 1, 1901, and thereafter the sum of \$7,000 per annum.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	100,000	\$10,000 000
Issued for actual cash.....	37,969	\$3,796,900
Issued for retirement of R., W. and O income bonds.....	10,318	1,031,800
Issued for exchange of stock of Utica and Black River railroad.	8,400	840,000
Issued for exchange of stock of Norwood and Montreal railroad.....	1,300	130,000
Issued for exchange of stock of Rome, Watertown and Ogdensburg Terminal.....	3,637	363,700
Issued for exchange of stock of Fulton and Oswego railroad ..	500	50,000
Issued for exchange of stock of Syracuse, Phoenix and Oswego railway.....	80	8,000
Issued for exchange of stock of Buffalo, Thousand Islands and Portland railroad ..	2,499	249,900
Twenty per cent of stock dividend on 63,900 shares, by resolution of the board of directors, March 13, 1891.....	12,790	1,278,000
In addition to the above there has been issued, in accordance with the terms of the lease to the New York Central and Hudson River Railroad Company, a certificate made to the Union Trust Company of New York, in trust to be used for betterments, for.....	28,819	2,881,900
Total now outstanding.....	100,000	\$10,000 000

FUNDED DEBT

DESIGNATION OF LIEN	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
Watert'n and Rome extension.....	Jan. 12, 1855	55	6	Mar & Sep.	\$422,500	\$417,800	\$438,347 50
Rome, Watert'n and Ogdensb'g consol..	July 1, 1874	48	5	Apr & Oct.	10,000,000	9,076,000	4,398,123 44
Rome, Watert'n and Ogd'sb'g income-a.	April 1, 1882	50	...	....	2,250,000	5,720	.....
Syracuse & North'n.	July 1871	30	7	Jan. & July	500,000	500,000	.....
Oswego R. R bridge.	Jan. 31, 1885	30	6	Feb. & Aug	100,000	100,000	100,000 00
Norwood & Mont'l.	Mar. 6, 1886	30	6	Apr & Oct.	130,000	130,000	.....
Syracuse, Phoenix and Oswego	Feb. 15, 1885	30	6	Feb. & Aug	175,000	175,000	.....
Rome, Watert'n and Ogd'sb'g term'l..	Mar 12, 1888	30	6	May & Nov.	375,000	375,000	375,000 00
Rome, Watert'n and Ogdensb'g incomes in treasury of o..	.....	.....	.....	.....	.....	2,088,560	.....
Rome, Watert'n and Ogdensb'g 1st mor.	Sept. 2, 1861	30	7	.....	1,300,000	1,200,000	721,844 26
Rome, Watert'n and Ogdensb'g 2d mor	Mar 25, 1872	20	7	.....	1,000,000	1,000,000	947,255 00
* Total.....	.....	.....	.....	.....	\$15,152,500	\$15,068,000	\$6,964,570 30

* On December 1, 1891, the Rome, Watertown and Ogdensburg 1st mortgage bonds matured. The amount then outstanding was \$1,021,500. On January 1, 1892, the Rome, Watertown and Ogdensburg second mortgage bonds, amounting to \$1,000,000, also matured. The consolidated mortgage bonds of this company, to the amount of \$2,021,000, were issued to provide for their payment. The consolidated bonds have been added to funded debt but the bonds due December 1, 1891, and January 1, 1892, now paid, have not yet been charged, from the fact that the trustees of the two mortgages have not cancelled the bonds in question. As soon as they shall be, and the mortgage discharged of record the proper entries will be made. The funded debt as shown above is \$15,068,000. When the bonds mentioned above shall have been charged over to funded debt, and \$179,500 cancelled by the sinking fund, and also the incomes now in the treasury of the company, amounting to \$2,088,560, the correct amount of funded debt outstanding will appear, viz.: \$10,779,530.

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892
Grading, masonry and ballast		\$5,240,059 67
Bridges		578,446 17
Superstructure (including ties)		3,481,163 77
Land and land damages		1,068,486 09
Passenger and freight stations		296,226 53
Engine and car houses		207,808 17
Engineering expenses		190,786 37
* Purchase of constructed road		1,151,700 00
Wharfing		750 00
Sundry account charged to cost of road		1,881,489 48
Total cost of road		<u>\$14,087,916 85</u>
EQUIPMENT.		
Locomotives		\$694,849 40
Passenger cars		428,670 18
Freight and other cars		798,489 84
Total cost of equipment		<u>\$1,851,508 87</u>
Grand total cost of road and equipment		<u>\$15,939,425 72</u>

Income Account for Year Ending June 30, 1892.

† Income from all sources, as follows, viz.:

From lease	\$15,000 00
Sundries	121,260 00
Gross income from all sources	<u>\$136,260 00</u>
<i>Deductions from income as follows, viz.:</i>	
Expenses for maintaining organization	14,885 17
Surplus for year ending June 30, 1892	<u>\$121,374 83</u>

General Income Account.

Surplus for year ending June 30, 1892		\$121,374 83
Surplus up to June 30, 1891	\$11,665 64	
Loan account balance	558 85	
		<u>12,224 99</u>
Total surplus June 30, 1892		<u>\$133,598 82</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$14,087,916 85
Cost of equipment		1,851,508 87
<i>Other permanent investments as follows, viz.:</i>		
Stock of other companies	\$2,354,576 92	
Bonds of other companies	187,000 00	
		<u>2,491,576 92</u>
Oswego Agricultural Fair Association		500 00
Rome, Watertown and Ogdensburg consolidated bonds		66,000 00
Rome, Watertown and Ogdensburg income bonds		2,068,560 00
Rome, Watertown and Ogdensburg capital stock		43 00
Bond and mortgage		14,000 00
New York Central and Hudson River Railroad Company,		2,142,260 00

* Constructed roads:

Rome, Watertown and Ogdensburg Terminal	\$658,700
Syracuse, Phoenix and Oswego	188,000
Norwood and Montreal	260,000
Fulton and Oswego	50,000
	<u>\$1,151,700</u>

† For rental received from the lessee, see report of New York Central and Hudson River railroad, ante.— R. R. Commissioners.

each year. Such guaranty is indorsed on each certificate of stock under the seal of the lessee company. The lessee company also agrees to pay to the lessor company the sum of \$15,000 per annum to April 1, 1901, and thereafter the sum of \$7,000 per annum.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	100,000	\$10,000 000
Issued for actual cash	37,989	\$3,798,900
Issued for retirement of R., W. and O income bonds	10,313	1,031,300
Issued for exchange of stock of Utica and Black River railroad.	8,400	840,000
Issued for exchange of stock of Norwood and Montreal railroad	1,300	130,000
Issued for exchange of stock of Rome, Watertown and Ogdensburg Terminal	2,837	283,700
Issued for exchange of stock of Fulton and Oswego railroad....	500	50,000
Issued for exchange of stock of Syracuse, Phoenix and Oswego railway	80	8,000
Issued for exchange of stock of Buffalo, Thousand Islands and Portland railroad	2,489	248,900
Twenty per cent of stock dividend on 63,900 shares, by resolution of the board of directors, March 13, 1891.....	12,780	1,278,000
In addition to the above there has been issued, in accordance with the terms of the lease to the New York Central and Hudson River Railroad Company, a certificate made to the Union Trust Company of New York, in trust to be used for betterments, for.....	23,319	2,331,900
Total now outstanding.....	100,000	\$10,000 000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Watert'n and Rome extension	Jan. 12, 1855	55	p c.	Mar. & Sep.	\$422,500 ^a	\$417,800	\$428,347 50
Rome, Watert'n and Ogdensb'g consol..	July 1, 1874	48	5	Apl. & Oct.	10,000,000	9,076,000	4,392,123 44
Rome, Watert'n and Ogd'n'sb'g incomes.	April 1, 1882	50	.....	.....	2,250,000	5,780	.....
Syracuse & North'n.	July 1871	30	7	Jan. & July	500,000	500,000	.....
Oswego R. R. bridge.	Jan. 31, 1885	30	6	Feb. & Aug.	100,000	100,000	100,000 00
Norwood & Mont'l..	Mar. 6, 1886	30	5	Apl. & Oct.	130,000	130,000	.....
Syracuse, Phoenix and Oswego.....	Feb. 15, 1885	30	6	Feb. & Aug.	175,000	175,000	.....
Rome, Watert'n and Ogd'n'sb'g term'l..	Mar. 12, 1888	30	5	May & Nov.	375,000	375,000	375,000 00
Rome, Watert'n and Ogdensb'g incomes in treasury of .....	.....	.....	.....	.....	.....	2,088,560	.....
Rome, Watert'n and Ogdensb'g 1st mor.	Sept. 2, 1861	30	7	.....	1,200,000	1,200,000	721,844 36
Rome, Watert'n and Ogdensb'g 2d mor.	Mar. 25, 1872	20	7	.....	1,000,000	1,000,000	947,955 00
* Total .....	.....	.....	.....	.....	\$15,152,500	\$15,068,090	\$6,964,570

* On December 1, 1891, the Rome, Watertown and Ogdensburg first mortgage bonds matured. The amount then outstanding was \$1,021,500. On January 1, 1892, the Rome, Watertown and Ogdensburg second mortgage bonds, amounting to \$1,000,000, also matured. The consolidated mortgage bonds of this company, to the amount of \$2,021,000, were issued to provide for the payment. The consolidated bonds have been added to funded debt, but the bonds due December 1, 1891, and January 1, 1892, now paid, have not yet been charged, from the fact that the trustees of the two mortgages have not cancelled the bonds in question. As soon as they shall be, and the mortgage discharged of record, the proper entries will be made. The funded debt as shown above is \$15,068,090. When the bonds mentioned above shall have been charged over to funded debt, and \$178,500 cancelled by the sinking fund, and also the incomes now in the treasury of the company, amounting to \$2,088,560, the correct amount of funded debt outstanding will appear, viz.: \$10,779,530.

ROME, WATERTOWN AND OGDENSBURG.

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Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892
Grading, masonry and ballast		\$5,240,059 67
Bridges		578,446 17
Superstructure (including ties)		3,481,163 77
Land and land damages		1,068,486 09
Passenger and freight stations		296,226 53
Engine and car houses		209,808 17
Engineering expenses		190,786 87
* Purchase of constructed road		1,151,700 00
Wharfing		750 00
Sundry account charged to cost of road		1,881,489 48
Total cost of road		<u>\$14,087,916 85</u>

EQUIPMENT.		
Locomotives		\$624,849 40
Passenger cars		428,670 18
Freight and other cars		798,489 84
Total cost of equipment		<u>\$1,851,508 87</u>
Grand total cost of road and equipment		<u>\$15,939,425 72</u>

Income Account for Year Ending June 30, 1892.

† Income from all sources, as follows, viz.:	
From lease	\$15,000 00
Sundries	121,280 00
Gross income from all sources	<u>\$136,280 00</u>
Deductions from income as follows, viz.:	
Expenses for maintaining organization	14,885 17
Surplus for year ending June 30, 1892	<u>\$121,394 83</u>

General Income Account.

Surplus for year ending June 30, 1892	\$121,394 83
Surplus up to June 30, 1891	\$11,665 64
Loan account balance	558 85
	<u>12,224 99</u>
Total surplus June 30, 1892	<u>\$133,596 82</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$14,087,916 85
Cost of equipment		1,851,508 87
Other permanent investments as follows, viz.:		
Stock of other companies	\$2,354,576 92	
Bonds of other companies	137,000 00	
	<u>2,491,576 92</u>	
Oswego Agricultural Fair Association		500 00
Rome, Watertown and Ogdensburg consolidated bonds		66,000 00
Rome, Watertown and Ogdensburg income bonds		2,068,560 00
Rome, Watertown and Ogdensburg capital stock		43 00
Bond and mortgage		14,000 00
New York Central and Hudson River Railroad Company,		2,142,260 00

* Constructed roads:

Rome, Watertown and Ogdensburg Terminal	\$658,700
Syracuse, Phoenix and Oswego	188,000
Forwood and Montreal	280,000
Alton and Oswego	50,000
	<u>\$1,151,700</u>

† For rental received from the lessee, see report of New York Central and Hudson River Road, ante.—R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER	President	Troy, N. Y.
JOHN H. NEHER	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
JAMES M. MARVIN	Saratoga Springs, N. Y.
LE GRAND C. CRAMER	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
GEORGE B. WARREN	Troy, N. Y.

Title of company, Saratoga and Schenectady Railroad.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June

For information concerning this report, address John H. Neher, Treasurer

SCHENECTADY AND DUANESBURGH.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 15, 1872.)

The Schenectady and Susquehanna Railroad Company was organized in 1870 under the General Railroad Law.

The Schenectady and Duanesburgh Railroad Company was organized on the 10th of July, 1872, and it purchased the property of the former company. This railroad is operated by the Delaware and Hudson Canal Company, under an agreement requiring that company to pay the interest on the bonds, amounting to \$30,000 per annum.

The operation earnings and expenses are included in the lessee's report of the Albany and Susquehanna Railroad.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	8,000	\$800,000
Total now outstanding	1,000	100,000

Number of stockholders 10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds.	Sept. 1, 1874	50	P. C. 6	March 1, Sept. 1	\$500,000	\$500,000

SCHENECTADY AND DUANESBURGH.

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Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$45 41	\$34,228 26
Bridges.....		18,957 67
Superstructure (including ties).....	891 48	19,708 40
Rails	546 87	1,888 12
Land damages.....		2,861 81
Passenger and freight stations		2,545 96
Engineering expenses.. ..		826 00
Purchase of constructed road ,.....		600,900 00
Total cost of road.....	\$968 76	\$675,849 77

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for passing track near Schenectady	\$45 41
Superstructure for extension of side track, Duanesburgh, and side track, Schenectady.....	891 48
Rails for side track, Duanesburgh, and switch track, Schenectady.....	546 87
	<u>\$968 76</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$675,849 77
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LIABILITIES.

Capital stock	\$100,900 00
Funded debt.....	500,000 00

Current liabilities, as follows, viz.:

Open accounts.....	74,949 77
	<u>\$675,849 77</u>

Officers of the Company.

Name.	Title.	Official Address.
HORACE G. YOUNG	President.....	Albany, N. Y.
JAMES C. HARTT.....	Treasurer.....	New York city.
F. M. OLYPHANT	Secretary	New York city.

Directors of the Company.

Name.	Residence.
HORACE G. YOUNG.....	Albany, N. Y.
REUBEN A. HENRY.....	Jersey City, N. J.
DANIEL WILSON	Orange, N. J.
CHARLES A. WALKER.....	New York city.
JAMES C. HARTT.....	New York city.
F. MURRAY OLYPHANT	New York city.
H. M. OLMSTEAD.....	Morristown, N. J.
ROBERT OLYPHANT	New York city.

Title of company, Schenectady and Duanesburgh Railroad Company.

General offices at New York city.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, no stated time.

For information concerning this report, address S. T. S. Henry, Auditor.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	\$34 75	\$49 51	\$84 26
Repairs of cars	1 45	2 91	4 36
Repairs of machinery and tools	10 00	15 00	25 00
Total	\$46 20	\$67 42	\$113 62
Conducting transportation:			
Wages of conductors and men	\$400 00	\$800 00	\$1,200 00
Wages of engineers and firemen	170 00	340 00	510 00
Fuel for locomotives	365 54	648 09	1,013 63
Oil and waste	11 06	22 12	33 18
Water supply	10 00	20 00	30 00
Wages of station agents and clerks	308 33	416 67	725 00
Wages for labor at stations	75 00	150 00	225 00
Station supplies	25 00	50 00	75 00
Wages of watchmen, flagmen and switchmen	60 88	121 67	182 55
Total	\$1,226 76	\$2,468 55	\$3,695 31
General expenses:			
Salaries of general officers and clerks	\$2,025 06	\$4,151 34	\$6,176 40
General office expenses and supplies	26 68	53 34	80 02
Stationery and printing	8 68	19 35	28 03
Insurance	40 00	60 00	100 00
Legal expenses	16 66	33 34	50 00
Damage to cattle and property	9 18	18 34	27 52
Injuries to persons	3 00	12 00	15 00
Mileage of cars of other companies (debit balance)	144 71	347 60	492 31
Other general expenses	63 50	106 50	170 00
Total	\$2,368 08	\$4,861 31	\$7,229 39
Grand total operating expenses	\$4,412 02	\$8,957 57	\$13,369 59

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$38,000 30
Cost of equipment	14,000 00
Current assets, as follows, viz.:	
Cash on hand	97 67
Profit and loss (deficiency)	30,584 05
	\$162,400 00
LIABILITIES.	
Capital stock	\$100,000 00
Funded debt	40,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	2,400 00
	\$162,400 00

Traffic and Mileage Statistics.

ITEM.	All local
Number of passengers carried	26,400
Number of passengers carried one mile	52,200
Number of tons of freight carried	19,000
Number of tons of freight carried one mile	25,000

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$2,244 50	\$4,487 06	\$2,242 44
Average per passenger carried	31	87	56
Average per passenger per mile	06	05	01
Average per passenger train per mile	37	39	02
Freight earnings and expenses (including miscellaneous earnings)	11,048 84	8,974 18	2,074 66
Average per ton of freight carried	57	46	11
Average per ton of freight per mile	13	10	03
Average per freight train per mile	69	58	11

SCHOHARIE VALLEY.

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ITEM.

Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile for carrying passengers, all classes.....	5
Average rate received per mile per ton for carrying freight, all classes.....	12

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.
Main line laid single track	4.33
Laid with steel rail, main line.....	.38
Laid with iron rail, main line.....	4.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	3	74
Wooden bridges	1	110
Total.....	4	184

* EQUIPMENT.

Locomotive, 4 drivers	1
-----------------------------	---

Miscellaneous Statistics.

ITEM.

Entire line in N. Y. State.

Telegraph owned and operated by company, miles of wire.....	5.5
Total assessed value of real estate and personal property of company.....	\$22,000
Length of steel rails laid during the year in repairs, miles.....	.25
Highway crossings at grade without protection	1
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	2

Passenger car used on road heated by stoves, lighted with kerosene and ventilated by top ventilators.

National Express Company runs over line and pays twelve cents per hundred.

The United States government pays \$251.28 per annum for transportation of mails.

EMPLOYEES.

Average number of persons employed (including officials) during the year	18
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Officers of the Company.

Name.	Title.	Official Address.
DAVID B. VROMAN	President	Schoharie, N. Y.
PETER C. VROMAN	First Vice-President.	Schoharie, N. Y.
CORNELIUS P. VROMAN	Second Vice-President	Schoharie, N. Y.
WILLIAM J. VROMAN.	Secretary	Schoharie, N. Y.
JACOB C. VROMAN	General Freight Agent	Schoharie, N. Y.
LUCIAN VROMAN.....	Treasurer and General Manager	Schoharie, N. Y.
COL. ELLSWORTH VROMAN.	General Ticket and Passenger Agent.	Schoharie, N. Y.

Directors of the Company.

Name.	Residence.
DAVID B. VROMAN	Schoharie, N. Y.
PETER C. VROMAN	Schoharie, N. Y.
CORNELIUS P. VROMAN.....	Schoharie, N. Y.
WILLIAM J. VROMAN	Schoharie, N. Y.
CHARLES VROMAN	Schoharie, N. Y.
LUCIAN VROMAN	Schoharie, N. Y.
MEADE J. VROMAN	Schoharie, N. Y.

Title of company, Schoharie Valley Railroad Company.

General offices at Schoharie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, April 15

For information concerning this report, address Lucian Vroman, Superintendent and General Manager.

* Rent passenger car of Middleburgh and Schoharie Railroad Company.

SENECA FALLS AND CAYUGA LAKE.

(Date of charter, May 21, 1886.)

No report received for year ending June 30, 1892.—R. R. Commissioners.

SENECA ELECTRIC.

(Date of charter, December 7, 1890.)

The Seneca Falls and Waterloo Railroad Company was organized under chapter 197, Laws of 1886, and chapter 522, Laws of 1884.

It constructed and then operated its road by steam locomotives and trains of cars; fell into difficulties; its operations were suspended; part of its track was taken up under an order of the court; a receiver was appointed and it was sold out on foreclosure in October, 1890.

The purchaser and his associates reorganized under the name of The Seneca Electric Railway, December 7, 1890.

The road was reconstructed and is operated by electricity.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	500	\$50,000	.. .. .
Issued for actual cash and now outstanding.....	400	40,000	\$40,000

Number of stockholders.....

FUNDED DEBT.

Designation of Lien	Date.	Term years		INTEREST		Amount author- ized	Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate	When payable					
Mortgage with cou- pon bonds.....	July 1, 1890	25	6	Jan 1	July 1	\$40,000	\$40,000	\$40,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Superstructure (including ties) and rails	\$793 59	\$2,301 10
Road built by contract, including equipment .....	.. .. .	60,000 00
Purchase of constructed road from purchasers at foreclosure..	.. .. .	20,000 00
Total cost of road.....	\$793 59	\$82,301 10
EQUIPMENT.		
Power station and cars	\$74 74	\$2,374 74
Total cost of equipment.	74 74	2,374 74
Grand total cost of road and equipment.....	\$868 33	\$84,675 84

SENECA ELECTRIC.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,740 15
Less operating expenses (excluding all taxes)	8,858 82
Net earnings from operation.....	\$3,881 88
<i>Income from other sources, as follows, viz.:</i>	
Rentals	\$10 00
Gross income from all sources.....	\$4,196 88
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$2,400 00
Taxes on property used in operation of road	224 18
Taxes other than above.....	111 81
	2,745 97
Surplus for year ending June 30, 1892	\$1,450 86

General Income Account.

Surplus for year ending June 30, 1892.....	\$1,450 86
Surplus up to June 30, 1891.....	\$1,350 09
Less advertising and printing.....	22 50
	1,828 59
Total surplus June 30, 1892.....	\$2,774 45

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local.....	\$10,740 15
----------------------------	-------------

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of lines overhead	\$70 52
Repairs of stations, shops, docks, etc.....	41 10
Total	\$111 62

Maintenance of equipment:

Repairs of motors, trolleys and armatures.....	\$478 54
Repairs of cars.....	201 45
Repairs of machinery and tools.....	80 61
Other expenses for maintenance of equipment: Lamp service.....	29 85
Total	\$740 45

Conducting transportation:

Wages of conductors and men.....	\$1,659 70
Fuel	88 40
Oil and waste.....	6 19
Rental of power	1,177 85
Wages for labor at stations, removals of snow and ice	98 50
Total	\$2,989 37

General expenses:

Salaries of general officers and clerks.....	\$456 00
General office expenses and supplies.....	223 45
Legal expenses.....	1,492 37
Discount, interest and exchange	197 80
Insurance.....	822 22
Other general expenses.....	831 02
Total	\$3,021 86

Grand total operating expenses.....	\$6,853 82
-------------------------------------	------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$89,091 10
Cost of equipment.....	5,674 74
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,777 89
Due by agents	10 00
Due from accounts.....	2 65
Materials and supplies.....	418 51
	2,228 99
	\$89,994 83

LIABILITIES.		
Capital stock.....		\$40,000 00
Funded debt.....		40,000 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....	\$6,717 88	
Loans and bills payable.....	500 00	
		7,217 88
Profit and loss (surplus).....		2,777 48
		<u>\$89,994 88</u>

Traffic and Mileage Statistics.

Item.	All local.
Number of passengers carried	142,176

Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line laid from Seneca Falls to Waterloo, single track, about.....		4
Laid with iron rail, main line, about		4
Weight of rails per yard—iron, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and road dirt.		
BRIDGES.		Entire line in N. Y. State.
Wooden trestles.....		1
EQUIPMENT.		No. owned.
Motor cars		2
First class passenger cars.....		1
Flat freight car.....		1
Total		<u>4</u>

Cars are equipped with Brill's coupler; two hand and two automatic switches on this line.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Road constructed and opened for business during the year, feet.....	200
Total assessed value of real estate and personal property of company.....	\$10,000
Highway crossings at grade without protection, and village streets.....	12

Cars are heated by small stoves, lighted by electricity and ventilated by ventilating windows.

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	4
Aggregate amount of salaries and wages paid them during the year.....	\$2,114 70

Officers of the Company.

Name.	Title.	Official Address.
SIMON L. PHILLIPS	President.....	Seneca Falls, N. Y.
JAMES H. GOULD.....	Vice-President and Treasurer....	Seneca Falls, N. Y.
CLARENCE H. WILLIAMS.....	Secretary.....	Seneca Falls, N. Y.
E. F. SLACK	Acting Supt. of Operations.....	Seneca Falls, N. Y.

Directors of the Company.

Name.	Residence.
SIMON L. PHILLIPS	Seneca Falls, N. Y.
JAMES H. GOULD.....	Seneca Falls, N. Y.
CLARENCE H. WILLIAMS	Seneca Falls, N. Y.
PETER H. VAN AUKEN.....	Seneca Falls, N. Y.
CHARLES A. HAWLEY.....	Seneca Falls, N. Y.
WILLIAM B. CLARK	Waterloo, N. Y.
ALONZO H. TERWILLIGER.....	Waterloo, N. Y.

Title of company, The Seneca Electric Railway.

General offices at Seneca Falls, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in March.

For information concerning this report, address James H. Gould, Vice-President.

SILVER LAKE.

(Date of charter, July 11, 1870.)

Reorganized June 1, 1896.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash, and now outstanding....	1,800	180,000	\$80,000

Number of stockholders 18

FUNDED DEBT

Designation of Loan.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage bds.	June 1, 1888	10	p.c. 5	June and Dec.	\$68,000	\$68,000	\$68,000
Car trust.....	Sep. 11, 888	5	....	Monthly	30,000	8,000	8,000
Car trust.....	Aug. 15, 1889	5	..	Quarterly	64,800	35,100	35,100
Car trust.....	Oct. 1, 1890	5	....	Semi-annually	70,000	49,000	49,000
Total.....	.....	.....	.....	.....	\$232,800	\$160,100	\$160,100

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	.....	\$1,896 70
Bridges .....	.....	.....	53 25
Superstructure (including ties).....	.....	.....	1,068 80
Rails .....	.....	.....	4,432 24
Fences .....	.....	.....	11 50
Passenger and freight stations .....	.....	.....	854 21
Tools, machinery and tools .....	.....	.....	668 48
Purchase of constructed road .....	.....	.....	126,000 00
Total cost of road.....	.....	.....	\$185,991 18
EQUIPMENT.			
Passenger cars.....	.....	.....	\$894 79
Freight and other cars ..	.....	\$175 00	124,990 01
Total cost of equipment.....	.....	\$175 00	\$195,784 80
Total cost of road and equipment.....	.....	\$175 00	\$381,745 98

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$26,368 20
Less operating expenses (excluding all taxes)	11,700 00
Net earnings from operation	\$14,667 21
<i>Income from all sources, as follows, viz.:</i>	
Mileage	41,523 86
Gross income from all sources	\$56,191 06
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,990 70
Taxes on property used in operation of road	694 87
Taxes on earnings and capital stock	228 38
	12,913 95
Surplus for year ending June 30, 1892	\$43,277 11

General Income Account.

Surplus for year ending June 30, 1892	\$43,277 11
Surplus up to June 30, 1891	61,794 70
Total surplus June 30, 1892	\$105,071 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$17,542 68	\$17,542 68
Passengers, all local	\$8,078 00		8,078 00
Mail	361 66		361 66
Express	406 67		406 67
Total gross earnings	\$8,845 33	\$17,542 68	\$26,388 01

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$798 76	\$1,198 14	\$1,996 90
Repairs of stations, shops, docks, etc.	24 27	86 42	110 69
Total	\$823 03	\$1,284 56	\$21,057 59

Maintenance of equipment:

Repairs of locomotives	\$38 16	\$133 72	\$171 88
Repairs of cars	430 09		430 09
Total	\$468 25	\$133 72	\$601 97

Conducting transportation:

Wages of conductors and men	\$728 69	\$1,106 04	\$1,834 73
Wages of engineers and firemen	614 73	928 14	1,542 87
Fuel for locomotives	635 67	800 52	1,436 19
Oil and waste	45 26	67 99	113 25
Other train supplies or expenses	5 44	8 16	13 60
Wages of station agents and clerks	353 24	379 86	733 10
Station supplies	14 37	21 56	35 93
Wages of watchmen, flagmen and switchmen ..	254 25	169 50	423 75
Other expenses for conducting transportation ..	196 10	222 62	418 72
Total	\$2,656 79	\$3,773 23	\$6,430 02

Salaries of general officers and clerks	\$559 96	\$639 96	\$1,199 92
General office expenses and supplies	26 02	37 55	63 57
Stationery and printing	80 86	190 52	271 38
Outside agencies and advertising	25 00	37 50	62 50
Loss and damage of freight and baggage		45 40	45 40
Mileage of cars of other companies (debit balance)		419 24	419 24
Other general expenses	168 69	275 52	444 21
Total	\$874 03	\$1,773 09	\$2,647 12
Grand total operating expenses	\$4,530 82	\$5,546 81	\$10,077 63

SILVER LAKE.

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General Balance Sheet June 30, 1898.

ASSETS.	
Cost of road.....	\$125,801 13
Cost of equipment.....	105,754 80

Current assets, as follows, viz.:

Cash on hand.....	\$1,389 89
Bills receivable.....	2,345 69
Due by agents.....	1,276 67
Open accounts.....	7,428 14
Materials and supplies.....	253 26
	<u>12,534 65</u>
	<u>\$244,290 58</u>

LIABILITIES.

Capital stock.....	\$60,000 00
Funded debt.....	100,100 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$3,132 35
Audited vouchers and pay-rolls.....	2,179 28
Open accounts.....	12,848 48
Sundries.....	6 76
	<u>19,167 77</u>
Profit and loss (surplus).....	105,012 81
	<u>\$244,290 58</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	37,853
Number of passengers carried one mile.....	155,197
Number of tons of freight carried.....	53,797
Number of tons of freight carried one mile.....	455,014
Total train mileage.....	14,240

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$3,845 52	\$4,873 39	\$3,972 13
Average per passenger carried.....	23	15	10
Average per passenger per mile.....	057	081	066
Average per passenger train per mile.....	68	84	28
Freight earnings and expenses (including miscellaneous earnings).....	17,542 68	6,917 30	10,625 38
Average per ton of freight carried.....	31	083	197
Average per ton of freight per mile.....	066	014	082
Average per freight train per mile.....	1 23	46	75

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	4
Average rate received per mile per ton for carrying freight, all classes.....	3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Perry to Silver Springs laid, single track.....	6.86
Sidings and turnouts on main line.....	.75
Grand total of tracks, sidings and turnouts.....	<u>7.61</u>
Laid with steel rail, main line.....	6.86

Average life of rails—steel, 12 years; iron, 4 years; average life of ties, 7 years; weight of the per yard—steel, 60 lbs.; iron, 55 lbs.; gauge of track, 4 feet 6½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

Barriers.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	1	Feet. 50

EQUIPMENT.				
	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent coupler.
Locomotive, 4 drivers	1	\$6,000	26,000	.....
First-class passenger cars	1	.....	.....	1
Second-class passenger cars	1	.....	.....	1
Baggage, mail and express cars	1	.....	.....	.....
Total	3	.....	.....	2
Box freight cars	80	.....	.....	80
Coal freight cars	500	.....	.....	500
Total	580	.....	.....	580

Passenger cars are equipped with hand brake and automatic coupler.
Common lever switches are used on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	\$35,000
Highway crossings at grade without protection	1

Passenger cars are heated by coal stoves, lighted by kerosene lamps, and ventilated by windows in top.
American Express Company runs over this road at agreed rates, tonnage basis.
Mails are transported twice daily each way.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	500	.5
Grain	2,450	2.7
Live stock	1,730	1.9
Lumber	1,200	1.7
Pig and bar iron and steel	120	.....
Coal and coke	11,894	14.
Petroleum and other oils	100	.....
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	809	.....
All other manufactures	570	.....
All other merchandise	10,391	11
All other agricultural products	2,745	4.
All other articles not included above { Ice	28,234	4.
{ Salt	19,014	15
Total	83,798	100

SILVER LAKE.

557

EMPLOYER.

Average number of persons employed (including officials) during the year..... 18
Aggregate amount of salaries paid them during the year..... \$5,840 39

Officers of the Company.

Name.	Title.	Official Address.
ARTHUR G. YATES	President	Rochester, N. Y.
H. H. WARNER	Vice-President	Rochester, N. Y.
CHARLES H. BLAKESLEE	Secretary	Rochester, N. Y.

Directors of the Company.

Name	Residence.
ARTHUR G. YATES	Rochester, N. Y.
F. W. YATES	Rochester, N. Y.
HARRY YATES	Rochester, N. Y.
H. H. WARNER	Rochester, N. Y.
GEORGE E. MERCHANT	Rochester, N. Y.
WILLIAM L. KINGMAN	New York city
CLINTON C. HICKS	Rochester, N. Y.
EARL B. PUTNAM	Rochester, N. Y.
CHARLES H. BLAKESLEE	Rochester, N. Y.
H. N. PAGE	Perry, N. Y.
C. W. G. NOBLE	Perry, N. Y.
M. H. OLIN	Perry, N. Y.
B. T. TUTTLE	Perry, N. Y.

Title of company, Silver Lake Railway Company.
General offices at Rochester, N. Y.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address Charles H. Blakeslee, Secretary.

SKANEATELES.

(Date of charter, April 17, 1866.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,000	\$100,000	.....
Issued on account of construction and now outstanding	778	77,800	\$77,800

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	July 1, 1879	30	p.c 6	Jan. and July	\$40,000	\$30,000	\$30,000

Cost of Road and Equipment.

Road.

	Total cost up to June 30, 1868
Grading, masonry and ballast.....	\$9,750 10
Bridges	2,818 20
Superstructure (including ties).....	35,856 03
Land	8,116 64
Engine and car houses	8,193 59
Shops, machinery and tools.....	8,957 74
Engineering expenses	1,981 84
Total cost of road	\$65,674 44

EQUIPMENT.

Locomotives.....	\$31,581 31
Passenger, mail, baggage and express cars.....	9,544 01
Freight and other cars.....	800 34
Total cost of equipment.....	\$41,725 56
Grand total cost of road and equipment.....	\$108,400 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$38,324 40
Less operating expenses (excluding all taxes).....	19,999 42
Net earnings from operation.....	\$18,324 98

Income from other sources, as follows, viz.:

Scrap iron.....	\$105 90
Miscellaneous.....	687 98
	793 88
Gross income from all sources.....	\$19,118 86

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$1,187 00
Taxes on property used in operation of road, earnings and capital stock, and all other taxes.....	808 95
	2,005 95

Net income from all sources.....	\$17,084 88
----------------------------------	-------------

Payments from net income, as follows, viz.:

Dividends declared, 4 per cent, on \$77,800 common stock.....	\$3,112 00
Surplus for year ending June 30, 1892.....	\$3,972 88

General Income Account.

Surplus for year ending June 30, 1892.....	\$3,972 88
Surplus up to June 30, 1891.....	19,065 52
Total surplus June 30, 1892.....	\$23,038 40

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$18,311 19	\$18,311 19
Passengers, all local.....	\$8,641 85		8,641 85
Mail.....	172 71		172 71
Express.....	1,198 08		1,198 08
Total gross earnings.....	\$10,013 24	\$18,311 19	\$28,324 43

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$3,255 00	\$3,255 00	\$6,510 00
-----------------------------------	------------	------------	------------

Maintenance of equipment:

Repairs of locomotives.....	\$285 74	\$285 74	\$571 48
Repairs of cars.....	508 66	508 66	1,017 32
Total.....	\$794 40	\$794 41	\$1,588 81

Conducting transportation:

Wages of conductors and men.....	\$631 44	\$631 45	\$1,262 89
Wages of engineers and firemen.....	1,140 00	1,140 00	2,280 00
Fuel for locomotives.....	1,472 23	1,472 23	2,944 46
Oil and waste.....	116 58	116 58	233 16
Water supply.....	98 75	98 75	197 50
Wages of station agents and clerks.....	575 00	575 00	1,150 00
Station supplies.....	150 00	150 70	300 70
Wages of watchmen, flagmen and switchmen.....	210 00	210 00	420 00
Total.....	\$4,270 57	\$4,279 59	\$8,550 16

Analysis of Gross Earnings and Operating Expenses -- (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,850 00	\$1,850 00	\$2,700 00
Legal expenses.....	87 50	87 50	75 00
Mileage of cars of other companies (debit balance).....		1 08	1 08
Other general expenses	317 11	317 11	634 22
Total	\$1,704 61	\$1,705 64	\$3,410 25
Grand total operating expenses.....	\$9,984 18	\$9,985 24	\$19,969 42

General Balance Sheet June 30, 1893.

Assets.		
Cost of road.....		\$66,674 44
Cost of equipment.....		41,725 56
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....		28,059 50
		<u>\$131,459 50</u>
LIABILITIES.		
Capital stock.....		77,800 00
Funded debt.....		20,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued		600 00
* Profit and loss.....		10,000 00
Profit and loss (surplus).....		23,059 50
		<u>\$131,459 50</u>

Traffic and Mileage Statistics.

ITEM.	All local
Number of passengers carried	57,519
Number of passengers carried one mile.....	158,835
Number of tons of freight carried.....	41,489
Number of tons of freight carried one mile.....	147,928
Total train mileage (mixed).....	17,704

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	6.56
Average rate received per mile per ton for carrying freight, all classes....	12.64

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from junction to Skaneateles, single track.....	5
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	<u>6</u>
Laid with steel rail, main line	5
Weight of rails per yard--steel, 56 lbs.; gauge of track, 4 feet 8½ inches, ballasted with gravel	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number	Aggregate length
Wooden bridges.....	11	Feet. 470

* So in original.—R. R. Commissioners.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.
Locomotives, 4 drivers.....	2	..
First-class passenger cars	20	\$5,000
Baggage, mail and express cars.....	20	300
Total.....	4	.....
Box freight cars	2	\$275
Flat freight cars	1	50
Caboose, 4-wheel cars.....	1	100
Total.....	4	..

Hand brake and link and pin coupler are in use on cars on road.
Common target switch used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	\$50,000
Highway crossings at grade without protection	0

Passenger cars are heated by Spear car heater, lighted with kerosene oil and ventilated by common ventilators.

American Express Company runs over line.

Receive, from the United States government for transportation of mails, \$280.28 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour.....	455
Grain	1,397
Meats and provisions.....	30
Live stock.....	130
Lumber.....	2,975
Pig and bar iron and steel.....	38
Coal and coke.....	17,314
Petroleum and other oils.....	26
Manufactures	6,523
All other merchandises	181
All other agricultural products	2,094
All other articles not included above.....	6,652
Total.....	41,439

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	
Aggregate amount of salaries and wages paid them during the year.....	\$10,045

Officers of the Company.

Name.	Title.	Official Address.
JOHN E. WALLER	President.....	Skanateles, N. Y.
H. O. SHERMAN	Vice-President	Mottville, N. Y.
GEORGE BARROW	Secretary	Skanateles, N. Y.
J. McNAMARA	Treasurer	Skanateles, N. Y.

Directors of the Company.

Name.	Residence.
JOHN E. WALLER.....	Skaneateles, N. Y.
HIRAM C. SHERMAN.....	Mottville, N. Y.
JOHN H. GREGORY.....	Skaneateles, N. Y.
JOAB L. CLIFT.....	Skaneateles, N. Y.
LEWIS B. FITCH.....	Skaneateles, N. Y.
FREDERICK ROOSEVELT.....	Skaneateles, N. Y.
JOHN McNAMARA.....	Skaneateles, N. Y.

Title of company, Skaneateles Railroad Company.

General office at Skaneateles, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, October 25.

For information concerning this report, address J. McNamara, Treasurer.

SMITHTOWN AND PORT JEFFERSON.

LESSOR.

LESSEE—LONG ISLAND.

(Date of charter, June 9, 1870.)

In the year 1870 Oliver Charlick, then President of the Long Island Railroad Company, proposed to the people of Smithtown, as a plan for extending the Northport branch of the Long Island railroad from Northport to Port Jefferson, that the people should form an independent company, raise subscription to stock and pay in cash \$80,000, and then issue bonds to an amount sufficient to construct the road, the bonds to be guaranteed by the Long Island railroad, which should operate it. The company was formed under the name of the Smithtown and Port Jefferson Railroad Company. Articles of association, dated June 3, 1870, under the General Railroad Law, chapter 140, Session Laws 1850, and amendatory acts, were filed in the office of the Secretary of State, June 9, 1870, capital stock, \$200,000, number of shares, 8,000, \$25 each, and a contract in writing embracing the above, and including a lease for 20 years, was made with the Long Island Railroad Company. The town of Smithtown subscribed for \$50,000 of the stock and issued bonds for that purpose and to that amount, the avails of which were paid in. The company raised and expended over \$80,000 pursuant to the agreement, and then issued its bonds to the amount of \$600,000, dated September 1, 1871, payable September 1, 1901. The bonds were executed by the Smithtown and Port Jefferson Railroad Company and sent to Mr. Charlick, President of the Long Island Railroad Company, to receive its guaranty. Mr. Charlick kept possession of the bonds. They were sold at about 80 per cent, the proceeds received by the Long Island Railroad Company and expended as far as necessary in constructing the road. Between \$400,000 and \$500,000 were so expended. This company never had and never could get a satisfactory statement as to the balance of the proceeds of the bonds. It has not been accounted for by the Long Island Railroad Company, but it is understood they claim to offset it against the claim they set up against this company for interest paid on the bonds and the running expenses of the road.

The road was completed and open for travel in the winter of 1872-3. The Long Island Railroad Company has since been, and is now, operating the road. It pays all running expenses and repairs, receives and keeps all the earnings, and renders to this company no account.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	8,000	\$200,000	.....
*Issued for actual cash.....	8,219	\$20,475	.....
*Issued for unknown uses and now outstanding	281	5,775	.....
Total now outstanding	8,450	\$26,250	\$26,250

Number of stockholders..... 158

*The foregoing statement of stock issued for cash is taken from former reports of this company. An examination of the stock certificates and stock books shows an additional issue of 281 shares of \$25 each, dating back years ago, but for what purpose the present management, who have come into control of the company's affairs within the last year, are unable to discover.

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*Bonds secured by mortgage..	Sept. 1, 1871	30	p.c. 7	Sept. 1, 1901	\$600,000	\$300,000

Officers of the Company.

Name.	Title.	Official Address
BENJ. NORTON.....	President	192 Broadway, New York city
GEO. S. EDGELL.....	Treasurer	192 Broadway, New York city
D. S. VOORHEES.....	Secretary.....	192 Broadway, New York city

Directors of the Company.

Name.	Residence
BENJ. NORTON.....	New York city
GEO. S. EDGELL.....	New York city
E. B. HINSDALE.....	New York city
W. G. WHEELER.....	New York city
E. R. REYNOLDS.....	New York city
D. S. VOORHEES.....	Woodbridge, N. J.
W. J. HEHR.....	Hollis, L. I., N. Y.
A. N. HEHR.....	Hollis, L. I., N. Y.
F. M. KELLEY.....	New York city
C. M. JACOBS.....	New York city
FREDERICK COOK.....	Orange, N. J.
JOSEPH H. JONES.....	New York city
C. M. REYNOLDS.....	New York city

Title of company, Smithtown and Port Jefferson Railroad Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address D. S. Voorhees, Secretary

SOUTHERN CENTRAL

From July 1, 1891, to November 30, 1891.

(Date of charter, November 17, 1865.)

Organized November, 1865. Began construction November, 1867. Completed. Owego to Auburn, February, 1870; completed, State line to Auburn, February, 1871, completed. State line to North Fair Haven, April, 1872.

Ithaca, Auburn and Western Railway Company leased from April 1, 1883, consideration therefor being $3\frac{3}{4}$ per centum of gross earnings, with guaranty that this shall pay four per centum upon a stipulated amount of first mortgage bonds, a portion of which are to be loaned to the Southern Central Railroad Company at an agreed price, to provide funds to improve the property.

The road is now operated by the Philadelphia and Reading R. R. Co., lessee of the Lehigh Valley R. R. Co., from December 1, 1891, for a term of 999 years.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash received on account of outstanding
	Number of shares.	Total par value.	
Authorized by law or charter	30,000	\$3,000,000	
Issued for actual cash and now outstanding.....	17,749 5	1,774,950	\$1,774,950

* On May 24, 1892, the Long Island Railroad Company recovered a judgment against this company for the sum of \$1,179,329.41, the accrued payments made by that company on account of interest paid on the funded debt of this company of \$600,000 under a contract to guarantee the interest on the bonds of this company dated March 20, 1871.

SOUTHERN CENTRAL.

563

FUNDED DEBT.

DESIGNATION OF LOAN.	TERM.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage	Aug. 1, 1863	20	p.o. 7	Feb. & Aug.	\$1,500,000	\$90,000	\$79,200 00
First consolidated mortgage	Feb. 1, 1883	40	5	Aug. & Feb.	3,400,000	3,300,000	3,125,456 58
First mortgage in- terest bonds	Aug. 1, 1877	10	7	Aug. & Feb.	579,670	1,050	1,050 00
Funded coupon bds consolidated mtg.	Nov. 1, 1897	10	4	May & Nov.	494,970	475,740	.....
Total					\$5,974,640	\$3,865,790	\$3,205,657 58

Cost of Road.

Total cost up to
Nov. 30, 1891.

Grading, masonry and ballast	\$968,848 31
Bridges	204,236 89
Superstructure (including ties)	647,339 74
Rolls	1,283,775 43
Land and land damages	417,136 80
Fences	130,956 65
Passenger and freight stations	58,040 69
Engine and car houses	29,410 07
Shops, machinery and tools	44,931 08
Fuel and water stations	24,305 61
Engineering expenses	94,089 91
Interest and discount charged to construction	337,701 49
Telegraph line	11,407 53
Wharfing	128,311 00
Fair Haven elevator	4,043 51
Total cost of road	\$4,375,508 66

Income Account for Five Months Ending November 30, 1891.

Gross earnings from operation	\$225,079 06
Less operating expenses (excluding all taxes)	180,637 24
Gross income from all sources	\$45,341 82
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$71,375 00
Taxes on property used in operation of road, on earnings and capi- tal stock, and all other taxes	2,386 42
	74,061 42
Deficit for five months ending November 30, 1891	\$29,419 60

General Income Account.

Deficit for year ending November 30, 1891	\$29,419 60
Deficit up to June 30, 1891	1,791,096 17
Total deficit November 30, 1891	\$1,820,515 77

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, through and local		\$149,981 46	\$149,981 46
Passenger, through and local	\$42,301 28		42,301 28
Mail	5,138 80		5,138 80
Express	2,823 68		2,823 68
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph receipts	637 04		637 04
Outlets	183 15		183 15
Fair Haven docks		25,629 65	25,629 65
Total gross earnings	\$50,517 95	\$175,611 11	\$226,079 06

Analysis of Gross Earnings and Operating Expenses - (Continued)

OPERATING EXPENSES.

	Passenger	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track.....	*\$376 24	*\$601 94	*\$978 18
Repairs of roadbed.....	16,124 65	20,212 96	36,337 61
Repairs of bridges (including culverts and cattle guards).....	4,050 14	5,933 01	9,983 15
Repairs of stations, shops, docks, etc.....	1,698 70	3,087 53	4,786 23
Repairs of fences.....	208 96	505 30	714 26
Other expenses for maintenance of way and structures.....	747 05	1,094 70	1,841 75
Total.....	\$22,453 25	\$30,231 58	\$52,684 84
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	55 80	\$10 63	\$16 43
Repairs of cars.....	1,354 83	3,307 19	4,662 01
Total.....	\$1,360 52	\$3,317 82	\$4,578 44
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$4,959 96	\$11,543 14	\$16,503 10
Wages of engineers and firemen.....	5,573 07	11,238 81	16,811 88
Fuel for locomotives.....	9,287 80	12,045 83	21,333 63
Water supply.....	165 09	227 19	392 28
Other train supplies or expenses.....	1,481 14	903 63	2,384 77
Wages of station agents and clerks.....	2,715 06	3,840 57	6,555 63
Wages for labor at stations.....	703 15	3,523 11	4,226 26
Station supplies.....	241 18	230 54	471 72
Wages of watchmen, flagmen and switchmen..	1,066 08	1,263 43	2,329 51
Other expenses for conducting transportation..	8,799 80	18,671 61	27,471 41
Total.....	\$34,972 35	\$58,540 09	\$93,512 44
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$348 32	\$1,304 08	\$2,053 30
General office expenses and supplies.....	39 16	96 50	135 66
Stationery and printing.....	116 91	315 34	432 25
Outside agencies and advertising.....	97 75	125 26	223 01
Legal expenses.....	.....	743 19	743 19
Loss and damage of freight and baggage.....	28 59	158 71	187 30
Damage to cattle and property.....	.....	55 69	55 69
Injuries to persons.....	4,005 73	.....	4,005 73
Telegraph maintenance and operation.....	1,604 83	3,113 33	4,718 16
Mileage of cars of other companies (debit balance).....	2,797 61	6,514 23	9,311 84
Other general expenses.....	1,099 41	7,097 49	8,196 90
Total.....	\$11,100 51	\$11,133 72	\$22,234 23
Grand total operating expenses.....	\$46,072 86	\$69,673 81	\$115,746 67

General Balance Sheet, November 30, 1891.

ASSETS.

Cost of road.....	\$4,376 533 06
Profit and loss (deficiency).....	1,380,515 77
	<u>\$5,757,048 83</u>

LIABILITIES.

Capital stock.....	\$1,774,210 00
Funded debt.....	3,582,710 00

Current liabilities, as follows, viz.:

Sundries.....	553,128 83
	<u>\$5,197,410 83</u>

* Credit.

Traffic and Mileage Statistics.

Item.	Through and local.
Number of passengers carried	106,991
Number of passengers carried one mile	1,800,721
Number of tons of freight carried	248,847
Number of tons of freight carried one mile...	20,594,491
Passenger train mileage..	101,069
Freight train mileage	117,414
Total train mileage.....	218,483

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$50,517 95	\$50,494 08	\$18,906 08
Average per passenger carried.....	472	649	177
Average per passenger per mile.....	036	068	01
Average per passenger train per mile.....	50	667	167
Freight earnings and expenses (including miscellaneous earnings)	175,561 11	111,413 21	Profit. 64,147 90
Average per ton of freight carried	7190	457	8030
Average per ton of freight per mile.....	00855	00548	00319
Average per freight train per mile	1 495	940	545

Item.	Through and local Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.348
Average rate received per mile per ton for carrying freight, all classes.....	.0078

Description of Road and Equipment.

Track.	Miles owned, all in N. Y. State.
Main line laid from State line to North Fair Haven, single track	115.06
Slidings and turnouts on main line	26.28
Grand total of tracks, sidings and turnouts.....	141.35
Laid with steel rail, main line.....	122.64
Laid with iron rail, main line.....	18.72

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 66 lbs.; minimum, 55 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	Title.	Official Address.
T. C. PLATT.....	President	New York city.
JOHN N. KNAPP.....	Vice-President.....	Auburn, N. Y.
D. A. SMITH.....	Secretary	Auburn, N. Y.
H. L. STORKE.....	Treasurer.....	Auburn, N. Y.
H. D. TITUS.....	Assistant Treasurer	Auburn, N. Y.

Directors of the Company.

Name.	Residence.
E. P. WILSON.....	South Bethlehem, Pa.
T. C. PLATT	New York city.
JOHN N. KNAPP.....	Auburn, N. Y.
E. R. ROBINSON.....	Fair Haven, N. Y.
WM. STEVENSON.....	Sayre, Pa.
H. L. STORKE.....	Auburn, N. Y.
JOHN W. DWIGHT.....	Dryden, N. Y.
JAMES G. KNAPP.....	Auburn, N. Y.
B. W. CLINTON	Newark Valley, N. Y.
D. H. MARSH.....	Groton, N. Y.
D. A. SMITH	Auburn, N. Y.
JOHN TAYLOR.....	South Bethlehem, Pa.
S. E. DAY.....	Moravia, N. Y.

Title of company, The Southern Central Railroad Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report address John Fanshawe, Secretary, Lehigh Valley Railroad Company, Philadelphia, Pa.

SOUTHFIELD BRANCH.

(Date of charter, September 18, 1868.)

Road not operated during the year ending June 30, 1892.—R. R. Commissioners.

SPUYTEN DUYVIL AND PORT MORRIS.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter April 24, 1867.)

Leased November 1, 1871, to the New York Central and Hudson River Railroad Company for ninety-nine years.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	9,890	\$989,000
Number of stockholders.....		14

Cost of Road.

	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$433,461 31
Bridges.....	84,097 31
Superstructure (including ties).....	161,213 47
Land.....	296,869 76
Engine and car houses, shops, machinery and tools.....	8,430 29
Engineering expenses.....	73,458 94
Total cost of road.....	\$969,000 00

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rental from New York Central and Hudson River Railroad Company, lessees.... \$79,120 00

Payments from net income, as follows, viz.:

Dividends declared, 8 per cent on \$989,000 common stock..... 79,120 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....?	969,000 00
LIABILITIES.	
Capital stock.....	989,000 00

Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT.....	President.....	Grand Central Station, N. Y. city
CHARLES C. CLARKE.....	Vice-President.....	Grand Central Station, N. Y. city
EDWIN D. WORCESTER.....	Secretary.....	Grand Central Station, N. Y. city
EDWARD V. W. ROSSITER ...	Treasurer.....	Grand Central Station, N. Y. city

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	New York city.
SAMUEL F. BARGER	New York city.
JOHN B. DUTCHER	New York city.
JOHN E. BURRILL	New York city.
FRANCIS P. FREEMAN	New York city.
ALFRED VAN SANTVOORD	New York city.
EDWIN D. WORCESTER	New York city.
H. WALTER WEBB	New York city.

Title of company, Spuyten Duyvil and Port Morris Railroad.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in July.

For information concerning this report, address Edwin D. Worcester, Secretary.

STATEN ISLAND.

LESSOR.

LESSEE — STATEN ISLAND RAPID TRANSIT.

(Date of charter, March 30, 1873.)

In April, 1873, this company was organized and purchased the line of road already constructed together with steamboats and ferry landings from George Law for \$480,000.

The property of the company was leased to the Staten Island Rapid Transit Company for ninety nine years and possession given July 31, 1884, that company agreeing to pay a rental as follows, viz: Seven per cent per annum on the first mortgage bonds and a quarterly dividend of \$1.00 per share of the capital stock and \$3,600 yearly for maintaining the organization, the interest and dividend to be paid by the lessee directly to the bond and stockholders.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	50,000	\$500,000	.....
Issued for actual cash and now outstanding	14,000	210,000	\$210,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
1st mortgage	April 1, 1873	20	p.c. 7	April & Oct.	\$300,000	\$300,000	\$270,000

Cost of Road and Equipment.

ROAD.

urchase of constructed road	Total cost up to June 30, 1893. \$291,190 00
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REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT	
Locomotives	\$23,272 08
Passenger cars	24,915 84
Mail, baggage and express cars	4,100 00
Ferry boats.....	294,388 51
Total cost of equipment.....	\$346,686 43
Grand total cost of road and equipment	\$637,886 89

Income Account for the Year Ending June 30, 1892.

<i>Income from all sources as follows, viz.:</i>	
Rental from lessee company	\$20,800 00
Less maintenance of organization and securing title to real estate.....	8,638 87
Gross income from all sources	\$76,944 13
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,000 00
Net income from all sources	\$65,944 13
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 26 $\frac{1}{4}$ per cent on \$210,000 common stock.....	56,000 00
Deficit for year ending June 30, 1892	\$65 87

General Income Account.

Deficit for year ending June 30, 1892.....	\$65 87
Surplus up to June 30, 1891.....	181,148 90
Total surplus June 30, 1892	\$181,083 03

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$231,190 00
Cost of equipment	346,686 89
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$501 64
Open accounts.....	2,700 00
	\$3,201 64
	\$641,083 03
LIABILITIES.	
Capital stock	\$210,000 00
Funded debt.....	300,000 00
Profit and loss (surplus)	181,083 03
	\$641,083 03

Officers of the Company.

Name.	Title.	Official Address.
ERASTUS WIMAN	President	314 Broadway, New York city
J. H. F. MAYO	Vice-President	78 Broad street, New York city.
EDWARD CURRY	Secretary and Treasurer....	New Brighton, S. I., N. Y.

Directors of the Company.

Name.	Residence.
ERASTUS WIMAN.....	New Brighton, S. I., N. Y.
J. H. F. MAYO	Clifton, S. I., N. Y.
A. HOHRMAN	Stapleton, S. I., N. Y.
N. MARSH.....	Stapleton, S. I., N. Y.
GEORGE B. RIPLEY	Clifton, S. I., N. Y.
L. DEJONGE.....	Clifton, S. I., N. Y.
J. W. MERSEMAU	Richmond, S. I., N. Y.
G. F. KREISCHER	Kreischerville, S. I., N. Y.
C. A. CANAVELLO.....	Brooklyn, N. Y.
WM. KING	Perth Amboy, N. J.
E. P. GOODWIN.....	New York city.
CHAR. H. BASS.....	New York city.
JOHN R. PLANTEN	New York city.

Title of company, Staten Island Railway Company.

General offices at New Brighton, S. I., N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, Tuesday, April 5.

For information concerning this report, address Edward Curry, Secretary and Treasurer.

STATEN ISLAND RAPID TRANSIT.

Tables of χ^2 and χ^2_{adj} are given in Table 1.

The State Island Land Trust Railroad Company was organized Apr. 14 1889. Steps were at once taken to run preliminary surveys and then a contract was privately located and negotiated for the right of way and road. The road line entered on about June 30, 1889. A company entered into a contract with the State Island Railway Company of the following import: "It is agreed a road to be built between the railroad and ferry line of the State Island Railway Company for the term of ninety years to operate the same and to pay the railroad for the use of the same a fixed stock of heavy iron pins at \$56 000, also \$3 000 yearly for additional expenses and the cost of the first mortgage bonds of the lesser company amounting to \$2 000 per annum and to be paid to the railroad when the State Island Land Trust Railroad Company had completed a new five mile bit Land lot 1 1/2 miles. The price was completed May 1 1890 and the line was turned over on that day.

On November 13, 1983, the subject was interviewed by SA Francis Warren and build

[illegible]

Capital Stock and Funded Debt,

1 5 4 3 2 7 6

	Number of shares	Total paid value	Value realized in amount outstanding
Authorized by law or charter	5,000	\$500,000	
Issued for actual cash	3	\$6,000	\$1,300
Issued on account of construction	4,997	\$499,000	48,700
Total, now outstanding	5,000	\$500,000	\$500,000

Number of stockholders

52

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[illegible]

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Arthur Kill bridge	\$4,759 44	\$450,744 76
Grading, masonry and ballast	5,168 55	318,244 27
Bridges	179 07	170,094 94
Superstructure (including ties)	2,626 11	57,936 39
Rails .....	.....	64,069 66
Sidings	6,584 56	9,157 13
Land .....	.....	367,616 46
Land damages	4,968 00	120,806 64
Fences	189 80	9,758 81
Passenger and freight stations .....	.....	122,751 15
Engine and car houses .....	.....	7,206 73
Fuel and water stations .....	.....	11,146 79
Engineering expenses	3,404 95	53,601 83
Purchase of constructed road .....	.....	5,897,720 16
Telegraph line .....	.....	24 68
New York buildings and piers .....	.....	197,495 20
Ferry slips and piers	284 76	47,878 50
Freight slips and piers	6,514 43	167,410 23
Incidentals .....	.....	4,933 08
Total cost of road	\$34,574 67	\$8,078,557 41

EQUIPMENT		
Locomotives .....	.....	\$53,260 25
Passenger cars .....	.....	138,934 24
Mail baggage and express cars .....	.....	1,532 16
Freight and other cars .....	.....	6,157 39
Barges, floats and tugs .....	.....	383,935 26
Shops, tools, etc .....	.....	6,257 94
Total cost of equipment .....	.....	\$590,077 22
Grand total cost of road and equipment	\$34,574 67	\$8,668,634 63

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$1,046,631 84
Less operating expenses (excluding all taxes)		602,391 06
Gross income from all sources		\$354,240 76
<i>Deductions from income as follows, viz. :</i>		
Interest on funded debt and loans due and accrued	\$196,831 58	
Rentals	80,600 00	
Taxes on property used in operation of road	7,600 00	
Taxes on earnings and capital stock	6,700 00	
Taxes other than above	9,700 00	
		301,431 58
Surplus for year ending June 30, 1892		\$52,809 18

General Income Account.

Surplus for year ending June 30, 1892	\$52,809 18
Deficit up to June 30, 1891	194,557 61
Total deficit June 30, 1892	\$141,751 3

DETAILED STATEMENT OF RENTALS.

Staten Island railway, interest on bonds	\$21,000 00
Staten Island railway, dividends on stock	36,000 00
Staten Island railway, maintenance of organization	3,600 00
Total amount of rentals deducted from income	\$60,600 00

STATEN ISLAND RAPID TRANSIT.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger	Freight	Total
Freight, all local		\$83,680 04	\$83,680 04
Passengers, all local	\$461,444 60		\$461,444 60
Mall	1,427 96		1,427 96
Express	7,150 44		7,150 84
<i>Miscellaneous, as follows, viz.:</i>			
Ferry earnings	\$478,750 84		
Privileges and rents,	13,718 42		
Car service and extra baggage....	449 65		
	492,928 90		492,928 40
Total gross earnings	\$962,351 80	\$83,680 04	\$1,046,031 84

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$7,891 86	\$1,092 38	\$8,914 19
Repairs of roadbed	13,785 25	1,778 05	15,563 80
Repairs of bridges (including culverts and cattle guards)	3,094 66	400 84	3,495 50
Repairs of stations, shops, docks, etc.....	4,766 32	630 14	5,406 46
Repairs of fences.....	3,677 32	478 88	4,156 70
Other expenses for maintenance of way and structures	796 78	108 22	900 00
Total	\$33,978 19	\$4,400 96	\$38,378 15

Maintenance of equipment :

Repairs of locomotives.....	\$25,926 68	\$3,358 75	\$29,285 88
Repairs of cars	13,091 35	1,644 06	14,735 41
Repairs of machinery and tools.....	1,781 46	324 33	2,105 79
Other expenses for maintenance of equipment.....	1,690 18	211 23	1,901 41
Total	\$41,979 67	\$5,458 27	\$47,417 04

Conducting transportation :

Wages of conductors and men.....	\$33,376 21	\$4,386 55	\$38,364 76
Wages of engineers and firemen.....	24,829 36	3,153 01	27,982 37
Fuel for locomotives.....	44,907 22	5,045 60	49,952 82
Oil and waste	2,697 95	349 52	3,047 47
Water supply	2,044 82	264 87	2,309 49
Other train supplies or expenses.....	754 06	97 69	851 75
Wages of station agents and clerks	42,536 20	5,510 88	48,046 58
Wages for labor at stations	15,436 07	1,990 67	17,426 74
Station supplies.....	6,957 84	901 35	7,859 19
Wages of watchmen, flagmen and switchmen....	16,064 78	2,043 71	18,108 49
Other expenses for conducting transportation.....	308,711 90	37,064 77	345,776 67
Total	\$498,346 21	\$60,860 12	\$559,206 33

General expenses :

Salaries of general officers and clerks	\$16,402 70	\$3,383 99	\$20,786 69
General office expenses and supplies	774 81	100 35	875 16
Legal expenses.....	2,123 51	275 09	2,398 60
Loss and damage of freight and baggage.....		169 76	169 76
Damage to cattle and property.....		752 74	752 74
Injuries to persons.....	10,870 18		10,870 18
Telegraph maintenance and operation.....	4,514 78	684 86	5,099 64
Mileage of cars of other companies (debit balance).....	336 25	43 54	379 79
Other general expenses.	5,885 97	695 13	6,581 10
Total	\$42,388 20	\$5,005 46	\$47,393 66
Grand total operating expenses	\$516,636 27	\$75,704 81	\$592,341 08

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$6,078,527 41
Cost of equipment	590,077 28

Current assets, as follows, viz.:

Cash on hand.....	\$45,809 55	
Bills receivable.....	5,000 00	
Due by agents.....	18,594 40	
Open accounts.....	\$74,868 02	
Materials and supplies	27,183 32	
Sundries.....	5,000 00	
		376,175 29
Profit and loss (deficiency).....		141,758 48

\$9,186,568 98

LIABILITIES.

Capital stock	\$500,000 00
Funded debt.....	8,000,000 00

Current liabilities as follows, viz.:

Interest on funded debt due and accrued	\$77,800 00
Rentals accrued	23,869 00
Audited vouchers and pay-rolls.....	114,091 57
Open accounts	41,754 19
Loans and bills payable.....	480,554 19
	638,068 95

\$9,186,568 98

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....		8,641,376	8,641,376
Number of passengers carried one mile.....		64,645,361	64,645,361
Number of tons of freight carried.....	828,814	19,298	418,112
Number of tons of freight carried one mile	2,737,879	135,396	8,998,368
Passenger train mileage.....			408,418
Freight train mileage			52,980
All other train mileage.....			45,000
Total train mileage.....			506,398

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$362,951 80	\$616,686 27	\$346,265 53
Average per passenger carried.....	1114	0714	04
Average per passenger per mile	0148	0006	0053
Average per passenger train per mile.....	2 39	1 53	96
Freight earnings and expenses (including miscellaneous earnings)	83,680 04	73,794 81	7,975 23
Average per ton of freight carried	2025	1682	01
Average per ton of freight per mile.....	0280	0202	008
Average per freight train per mile.....	1 60	1 45	15

ITEM.

Computed on earnings from carrying passengers and freight only.	All lost Cents
Average rate received per mile for carrying passengers, all classes	1.4
Average rate received per mile per ton for carrying freight, all classes	2.2

Description of Road and Equipment.

TRACK.	ENTIRE LINE IN NEW YORK STATE.		
	Miles owned all in New York State.	Miles leased all in New York State.	Total miles all in New York State.
Main line laid from Tottenville to Arthur Kill bridge, single track.....	8.6	12.7	21.18
Branches or other roads, laid single track.....	1.7	.....	1.7
Total single track.....	10.8	12.7	23.0
Second track on main line.....	7.4	4.2	11.6
Second track on branches or other roads.....	1.7	.....	1.7
Total second track.....	9.1	4.2	13.8
Sidings and turnouts on main line.....	6.4	1.7	8.1
Sidings and turnouts on branches or other roads.....	.8	.....	.8
Total sidings and turnouts.....	6.7	1.7	8.4
Grand total of tracks, sidings and turnouts.....	26.1	18.6	44.7
Laid with steel rail, main line.....	8.6	12.7	21.3
Laid with steel rail, branches or other roads.....	1.7	.....	1.7

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 67 lbs.; minimum, 56 lbs.; iron, 56 lbs.; gauge of track 4 feet 8¾ inches; ballasted with cinders and stone.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	2	Feet. 108
Wooden trestles.....	7	10,100
Total.....	9	10,208

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	9	5	14	80,000	14	14
First-class passenger cars.....	51	18	64	84,900	64	64
Box freight cars.....	4	8	7	.....	7	7
Flat freight cars.....	4	4	8	.....	.....	.....
Total.....	8	7	15	.....	7	7

Passenger cars are equipped with Eames' vacuum brake and Janney coupler.
Split switches are used generally on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	25
Highway crossings at grade protected by gates or flagmen.....	25
Highway crossings over or under grade.....	6
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by steam, lighted by lamps, and ventilated by dome ventilators.
The United States Express Company runs over this line, paying twenty-five per cent of its earnings from business over ferries and railroads.

The Baltimore and Ohio railroad uses the tracks of this company's road to move its freight between Arthur Kill bridge and St. George, S. I., using their own cars and paying all train expenses. The Baltimore and Ohio pays this company ten cents per ton trackage on all such freight moved. No preference given.

The United States government pays for transportation of mails \$499.90 per quarter over railroads and ferries.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour and meal	35,548	8.00
Grain.....	10,037	2.42
Live stock.....	95	.00
Lumber.....	31,067	7.53
Pig and bar iron and steel	1,155	.28
Coal and coke.....	31,933	7.73
Petroleum and other oils.....	16,891	3.97
All other manufactures.....	42,006	10.19
All other merchandise.....	164,124	39.73
All other agricultural products.....	44,447	10.79
All other articles not included above	36,303	8.76
Total	413,112	100

NUMBER OF ACCIDENTS.	Injured.	Killed.	Total.
Passengers.....	8	.....	8
Others, not employees.....	9	7	16
Total	12	7	19

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	571
Aggregate amount of salaries and wages paid them during the year	\$335,455 91

Officers of the Company.

Name.	Title.	Official Address.
J. FRANK EMMONS.....	President.....	56 Broadway, New York city.
THOMAS M. KING.....	Managing Director.....	Baltimore, Md.
FRANK S. GANNON.....	General Superintendent.....	Whitehall st., New York city.
WILLIAM KENTGEN.....	Secretary.....	Whitehall st., New York city.
EDWARD CURRY.....	Treasurer.....	Whitehall st., New York city.

Directors of the Company.

Name.	Residence.
J. FRANK EMMONS.....	Clifton, S. I., N. Y.
ERASTUS WIMAN.....	New Brighton, S. I., N. Y.
O. S. WOOD.....	Clifton, S. I., N. Y.
A. B. BOARDMAN.....	New Brighton, S. I., N. Y.
JAMES M. DAVIS.....	Grymes Hill, S. I., N. Y.
LOUIS DE JONGE.....	Stapleton, S. I., N. Y.
FRANK S. GANNON.....	New Brighton, S. I., N. Y.
CHARLES F. MAYER.....	Baltimore, Md.
THOMAS M. KING.....	Baltimore, Md.
ORLAND SMITH.....	Baltimore, Md.
C. K. LORD.....	Philadelphia, Pa.
C. J. RYAN.....	Baltimore, Md.
W. G. ATKINSON.....	Baltimore, Md.

Title of company, The Staten Island Rapid Transit Railroad Company.

General offices at foot of Whitehall street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in April.

For information concerning this report address Edward Curry, Treasurer.

STERLING MOUNTAIN.

(Date of charter, May 18, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,600	\$30,000
Number of stockholders.....		18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Income mort'ge bds	May 2, 1881	....	P.C. 7	February 1	\$475,674	\$475,674	\$475,674

Cost of Road and Equipment.

ROAD.

Total cost up to
June 30, 1892.

Grading, masonry, ballast, bridges, superstructure (including ties) and rails	\$282,033 00
Land and land damages.....	12,554 19
Passenger and freight stations, engine and car houses, shops, machinery, and tools, fuel and water stations.....	10,201 25
Engineering expenses	5,219 79
Total cost of road.....	\$310,008 23

EQUIPMENT.

Locomotives.....	\$53,700 00
Freight and other cars	142,255 79
Total cost of equipment.....	\$195,955 79

Grand total cost of road and equipment	\$505,964 02
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$31,269 94
Less operating expenses (excluding all taxes)	17,650 89
Net earnings from operation	\$13,619 05
<i>Income from other sources as follows, viz.:</i>	
Rents.....	475 50
Gross income from all sources.....	\$4,095 18
<i>Deductions from income as follows, viz.:</i>	
1 tax on property used in operation of road	\$205 51
1 tax on earnings and capital stock	143 77
1 tax other than above	260 38
	609 66
Surplus for year ending June 30, 1892	\$3,305 52

* If earned.

General Income Account.

Surplus for year ending June 30, 1899	\$3,396 52
Deficit up to June 30, 1891	205,838 80
Total deficit June 30, 1892	\$202,427 28

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local ..		\$30,835 74	\$30,835 74
Passengers, all local	\$414 20		414 20
Total gross earnings	\$414 20	\$30,835 74	\$31,250 94

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of roadbed and bridges (including culverts and cattle-guards)	\$4,302 28
Repairs of stations, shops, docks, etc.	445 43
Repairs around Sterlington station, grading, etc.	101 67
Total	\$4,909 38

Maintenance of equipment :

Repairs of locomotives	\$838 54
------------------------------	----------

Conducting transportation :

Wages of conductors, men, engineers and firemen	\$3,500 39
Fuel for locomotives	1,849 37
Oil and waste	182 18
Total	\$5,537 12

General expenses :

Salaries of general officers, clerks and general office expenses and supplies.	\$6,565 31
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Grand total operating expenses	\$17,850 89
--------------------------------------	-------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$210,808 23
Cost of equipment	105,963 79

Current assets as follows, viz. :

Materials and supplies	3,941 51
Profit and loss (deficiency)	202,427 28
	\$713,239 31

LIABILITIES.

Capital stock	\$30,000 00
Funded d-bt.	475,674 00

Current liabilities, as follows, viz. :

Interest on funded debt due and accrued	\$180 16
Loans and bills payable	157,578 65
	157,558 81
	\$713,239 31

Traffic and Mileage Statistics.

ITEM.

	All local
Number of passengers carried	2,079
Number of passengers carried one mile	123,429
Number of tons of freight carried	53,113.19
Number of tons of freight carried one mile	440,924.49
* Mixed train mileage	9,454.4

*No separate passenger car run; a passenger car is attached to all freight trains.

STERLING MOUNTAIN.

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Description of Road and Equipment.

	TRACK.	Miles owned, all in N. Y. State.
Main line laid from Sterlington to Lakeville, single track		7.6
Sidings and turnouts on main line.....		1.
Grand total of tracks, sidings and turnouts.....		8.6

Laid with steel rail, main line.....	7.48
Laid with iron rail, main line....	.15

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

	EQUIPMENT.	Number owned,
Locomotives, 6 drivers		3
Locomotives, 4 drivers		1
Total		8

Gondola freight cars	119
Caboose, 4-wheel cars.	1
Total	120

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Iron or other ores	57,800
All other merchandises	318.19
Total	58,118.19

NUMBER OF ACCIDENTS.

	Injured.
Employees.....	1

Officers of the Company.

Name.	Title.	Official Address.
MACGRAVE COXE	President	51 Wall street, New York city.
D. CRAWFORD CLARK.....	Treasurer	51 Wall street, New York city.
P. T. BARLOW	Secretary	Sterlington, N. Y.
CHAS. R. WESTBROOK	General Manager.....	Sterlington, N. Y.

Directors of the Company.

Name.	Residence.
PETER T. BARLOW.....	New York city.
D. CRAWFORD CLARK.....	New York city.
LOUIS C. CLARK.....	New York city.
JAY COKE, JR.....	Philadelphia, Pa.
T. GORTON COOMBE.....	New York city.
MACGRAVE COXE.....	New York city
JAMES F. SCOTT.....	Philadelphia, Pa.

Title of company, Sterling Mountain Railway Company.

General offices at 51 Wall street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address Macgrane Cox, President.

STONY CLOVE AND CATSKILL MOUNTAIN.

(Date of charter, January 18, 1881.)

Organized January 18, 1881. Trains commenced running to Edgewood, eight miles from Phoenicia, September 28, 1881, and to Hunter, northern terminus, June 24, 1882.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON STOCK.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	2,000	\$200,000	.....
Issued for actual cash and now outstanding.	1,240	124,000	\$124,000

Number of stockholders..... 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	April 1, 1881	30	p.c 5	Apr. & Oct.	\$210,000	\$210,000	\$210,000

Cost of Road and Equipment.

Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$152,735 19
Bridges.....		16,619 07
Superstructure (including ties) and rails		26,025 30
Land, land damages and fences		7,404 43
Passenger and freight stations.....		8,700 21
Engine and car houses		8,544 19
Shops, machinery and tools.....		1,008 49
Fuel and water stations.....		1,022 02
Engineering expenses.....		4,325 42
Total cost of road.....		\$225,740 84

EQUIPMENT.		Total cost up to June 30, 1892.
Locomotives		\$26,730 25
Passenger, mail, baggage and express cars		20,234 10
Freight and other cars		8,030 49
Total cost of equipment		\$55,034 84
Grand total cost of road and equipment		\$280,775 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$55,515 08
Less operating expenses (excluding all taxes).....	30,728 17
Gross income from all sources	\$24,786 91
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$10,500 00
Taxes on property used in operation of road	1,390 02
Taxes on earnings and capital stock	407 25
Taxes other than above	85 49
	12,382 76
Net income from all sources	\$12,404 15
<i>Payments from net income as follows, viz.:</i>	
Dividends declared 5 per cent on \$124,000 common stock	6,200 00
Surplus for year ending June 30, 1892	\$6,204 15

STONY CLOVE AND CATSKILL MOUNTAIN.

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General Income Account.

Surplus for year ending June 30, 1892	\$6,904 70
Surplus up to June 30, 1891.....	840 09
Total surplus June 30, 1892.....	\$7,045 89

Analysis of Gross Earnings and Operating Expenses.

EARNINGS	Passenger.	Freight.	Total
Freight, all local.....		\$15,968 51	\$15,968 51
Passengers, all local.....	\$37,904 43		37,904 43
Mail	760 76		760 76
Express	881 93		881 93
Total gross earnings.....	\$39,547 12	\$15,968 51	\$55,515 63

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed and track	\$4,861 16	\$2,091 92	\$6 973 08
Repairs of bridges, (including culverts and cattle-guards).....	723 65	310 13	1 033 78
Repairs of stations, shops, docks, etc.....	508 42	217 90	726 32
Repairs of fences	189 38	45 45	234 83
Total	\$6,252 61	\$2,665 40	\$8,918 01

Maintenance of equipment:			
Repairs of locomotives	\$1,693 99	\$735 99	\$2,429 98
Repairs of cars.....	1,430 63	590 82	2 021 50
Other expenses for maintenance of equipment.....	188 81	57 35	246 16
Total	\$3,258 43	\$1,374 16	\$4,632 64

Conducting transportation:			
Wages of conductors and men.....	\$1,928 19	\$820 37	\$2,748 56
Wages of engineers and firemen.....	1,406 96	602 94	2 009 90
Fuel for locomotives	3,338 86	1,490 94	4,829 80
Oil and waste	146 15	62 63	208 78
Water supply.....	87 53	87 51	175 04
Other train supplies or expenses.....	31 00	18 29	49 29
Wages of station agents and clerks.....	924 96	368 41	1 293 37
Wages for labor at stations	1,199 16	513 92	1,713 08
Station supplies	48 00	20 55	68 55
Wages of watchmen, flagmen and switchmen.....	857 90	166 24	1,024 14
Other expenses for conducting transportation.....	216 69	92 87	309 56
Total	\$9,716 40	\$4,163 71	\$13,880 11

General expenses:			
Salaries of general officers and clerks.....	\$1,680 00	\$720 00	\$2,400 00
General office expenses and supplies.....	43 74	18 74	62 48
Stationery and printing	232 20	99 32	331 52
Outside agencies and advertising.....	101 25	43 40	144 65
Damage to cattle and property.....	14 00	6 00	20 00
Mileage of cars of other companies (debit balance).....		198 31	198 31
Other general expenses	98 87	43 38	142 25
Total	\$2,170 06	\$1,128 85	\$3,298 91

Grand total operating expenses.....	\$21,396 55	\$5,831 62	\$27,228 17
--	--------------------	-------------------	--------------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$299,740 84
Cost of equipment.....	55 054 84

Current assets, as follows, viz.:

Cash on hand.....	\$12,073 14
Due by agents.....	2,191 49
Open accounts.....	7,562 65
Materials and supplies	243 00
Total	\$22,170 28
Total	\$366,967 96

580 REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock	\$124,000 00
Funded debt.....	210,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$2,625 00
Audited vouchers and pay-rolls.....	23,296 57
Open accounts.....	1 00
	<hr/>
Profit and loss (surplus)	25,922 57
	7,045 89
	<hr/>
	<hr/>
	\$366,267 96

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	43,118
Number of passengers carried one mile.....	482,387
Number of tons of freight carried	14,412
Number of tons of freight carried one mile.....	176,716
*Mixed train mileage.....	40,000

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$39,547 12	\$21,396 55	\$18,150 57
Average per passenger carried.....	9172	4963	4210
Average per passenger per mile.....	0819	0443	0376
Average per passenger train per mile	9687	5349	4338
Freight earnings and expenses (including miscellaneous earnings)	15,968 51	9,381 62	6,586 89
Average per ton of freight carried.....	1 1080	6475	4605
Average per ton of freight per mile	0903	0528	0375
Average per freight train per mile	3992	2338	1654

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	7.85
Average rate received per mile per ton for carrying freight, all classes	9.08

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Phoenicia to Hunter (single track)	14.96
Sidings and turnouts on main line.....	.66
	<hr/>
Grand total of tracks, sidings and turnouts.....	14.96

Laid with steel rail, main line	14.96
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Average life of ties, 8 years; weight of rails per yard — steel, 42 lbs.; gauge of track, 3 feet; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	3	Fe
Wooden trestles.....	2	l
Total	5	.

* No separate passenger train run.

Equipment.	Number owned	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	2	\$12,865 12	56,000	2	.....
First-class passenger cars.....	3	\$3,500 00	18,000	3	3
Observation cars.....	4	1,500 00	18,000	4	4
Combination passenger and baggage cars.....	2	2,800 00	18,000	2	2
Baggage, mail and express car.....	1	2,100 00	16,000	1	1
Total.....	10	.....	.....	10	10
Box freight cars.....	2	\$485 35	14,000	.....	.....
Flat freight cars.....	7	421 68	10,000	.....	.....
Setts transfer trucks.....	12	235 35	8,000	.....	.....
Service transfer trucks.....	5	148 75	200	.....	.....
Total.....	26	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse automatic brake, Miller platform and coupler, freight cars, hand brake and link and pin coupler.
Split switches and spring frogs are used on this road.

Miscellaneous Statistics.

Item.	Entire line in N Y. State.
Total assessed value of real estate and personal property of company.....	\$51,600
Highway crossings at grade without protection.....	5
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	1

Passenger cars are heated by stoves, lighted by oil lamps and ventilated by windows in top of car and drop windows in doors.

The American Express Company runs over this line at the following rates. Merchandise, 25 cents per 100 lbs.; fresh meats, 20 cents per 100 lbs.; fruit and vegetables, 15½ cents per 100 lbs. butter, eggs and maple sugar, 13 cents per 100 lbs.

Contract with United States government for transportation of mails, \$760.77 per annum.

Description of Freight Moved

Item.	Tonnage.	Per cent.
Flour.....	437	3.03
Grain.....	938	6.51
Feed and meal.....	1,488	9.96
Meats and provisions.....	219	1.52
Live stock.....	11	.08
Lumber.....	2,227	15.45
Coal.....	1,238	9
Petroleum and other oils.....	122	.85
Chair stock.....	1,636	11.29
Manufactures.....	3	.02
Stone.....	1,128	7.63
All other agricultural products.....	206	1.42
All other articles not included above.....	4,760	33.03
Total.....	14,412	100

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	80
Aggregate amount of salaries and wages paid them during the year.....	\$17,410

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL D. COYKENDALL.....	President.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Vice-President and Gen. Sup't.....	Rondout, N. Y.
SAMUEL COLES.....	Secretary and Treasurer.....	Rondout, N. Y.
OSCAR L. EASTMAN.....	Auditor.....	Rondout, N. Y.

Directors of the Company

Name.	Residence.
SAMUEL D. COYKENDALL.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Rondout, N. Y.
ABEL A. CROSSY.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
JAMES G. LINDSLEY.....	Rondout, N. Y.
ISAAC M. NORTH.....	Rondout, N. Y.
SAMUEL COLES.....	Rondout, N. Y.
PETER E. SCHOONMAKER.....	Rondout, N. Y.
JOHN DAWSON.....	New York city.
HENRY C. SWAIN.....	New York city.
JOEL W. MASON.....	New York city.

Title of company, Stony Clove and Catskill Mountain Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address S. D. Coykendall, President.

SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR

LESSEES—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 16, 1863.)

This road was leased to the Erie Railway Company July 13, 1870, for the term of the lessor's corporate existence. It is now operated under the lease by the New York, Lake, Erie and Western Railroad Company, successor to the Erie Railway Company. All accounts and statistics pertaining to its operation are included in the report of that company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	No. of shares	Total par value	
Authorized by law or charter.....	10,000	\$1,000,000	
Issued for actual cash and now outstanding.....	5,000	500,000	\$500,000
Number of stockholders.....			17

FUNDED DEBT.

DESIGNATION OF LIEN.	Maturity	INTEREST		Amount authorized	Amount outstanding	Cash realized on amount outstanding
		Rate	When payable			
Mortgage bonds.....	July 1, 1880	6%	Jan. and July	\$1,000,000	\$1,000,000	\$1,000,000

SUSPENSION BRIDGE AND ERIE JUNCTION.

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Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$3,369 84	\$306,191 45
Bridges		146 75
Superstructure (including ties) and rails	911 69	626,777 92
Land		303,525 86
Fences		5,861 88
Passenger and freight stations, engine and car houses, shops, machinery and tools and fuel and water stations	2,070 82	67,535 79
Engineering expenses		68,042 54
Interest and discount charged to construction		650,000 00
Telegraph line	200 00	530 86
Grand total cost of road	\$6,351 86	\$1,928,342 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Engine house at Suspension Bridge	\$2,634 60
Grading at West Shore trestle	2,455 37
Right of way at Buffalo	1 00
Gas house trestle, Tonawanda	198 98
Frazier's switch Suspension Bridge	450 96
Ballasting line of road	151 27
Telegraph line, Buffalo and Suspension Bridge	200 00
George Haberlee's switch	459 73
	\$6,551 85

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,928,342 92
Current assets, as follows, viz.:	
Sundries	86 42
	\$1,928,429 34
LIABILITIES.	
Capital stock	\$500,000 00
Funded debt	1,000,000 00
Current liabilities, as follows, viz.:	
Advances Erie Railroad Company	\$261 736 54
New York, Lake Erie and Western Railroad Company	166 692 60
	\$428,429 34
	\$1,928,429 34

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.		
	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid from Suspension Bridge to East Buffalo, single track ..	23 32		23 32
Branches or other roads, laid single track	69	15 12	15 81
Total single track	24 01	15 12	39 13
Second track on main line	4 34		4 34
Second track on branches or other roads	50		50
Total second track	5 34		5 34
Sidings and turnouts on main line	18 15		18 06
Sidings and turnouts on branches or other roads	26	9 51	8 77
Total sidings and turnouts	18 31	9 51	21 82
Grand total of tracks, sidings and turnouts ..	47 66	15 03	66 29
Laid with steel rail, main line	23 18		23 18
Laid with steel rail, branches or other roads ..	1 19	15 12	16 31

REPORT OF THE RAILROAD COMMISSIONERS.

Average life of rails—steel, 12 years; iron, 6 years; average life of ties, 8 years; weight of rails per yard—steel, 63 lbs; iron, maximum, 63 lbs; minimum, 56 lbs; gauge of track, 4 feet $8\frac{1}{4}$ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased	Miles of double track.	Miles laid with steel rail
Niagara Falls Extension	Falls Junction....	Niagara Falls ....	.69	Owned	.50	1.17
Lockport and Buffalo.	Tonawanda	Lockport	13.70	Leased	.....	13.70
Lockport and Buffalo Extension	Tonawanda	Gratwick	1.35	Leased	.....	1.35

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	8	Feet. 1,322
Wooden bridges	2	130
Wooden trestles	5	634
Total.....	15	1,986

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Railroads crossing road over or under grade	1
Highway crossings at grade without protection	21
Highway crossings at grade protected by gates or flagmen.....	14
Highway crossings over or under grade	1

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	President	P. O. box 890, New York city.
A. R. MACDONOUGH	Secretary	P. O. box 829, New York city.
EDWARD WHITE	Treasurer	P. O. box 829, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING	New York city.
J. G. McCULLOUGH.....	New York city.
H. H. COOK	New York city.
OGDEN MILLS	New York city.
GEO. W. QUINTARD.....	New York city.
WILLIAM LIBBY	New York city.
W. A. WHEELLOCK	New York city.
WM. WHITEWRIGHT.....	New York city.
E. B. THOMAS	New York city.
A. R. MACDONOUGH	New York city.
ANDREW DONALDSON	New York city.
G. H. VAILLANT	New York city.
F. G. BASCOCK	Hornellsville, N.

Title of company, Suspension Bridge and Erie Junction Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report address A. R. Macdonough, Secretary, P. O. box 1 New York city.

SYRACUSE AND BALDWINSVILLE.

(Date of charter, January 27, 1891.)

Originally the Syracuse and Baldwinsville Railroad Company, organized June 2, 1886.
Chapter 140, Laws of 1850.
Opened for business January 1, 1887.
Placed in hands of receiver, January 26, 1888, sold at foreclosure sale January 2, 1891 and reorganized same day; certificate of incorporation filed January 27, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter.....	600	\$60,000	1,000	\$100,000
Issued for reorganization and now outstanding.....	86.20	8,620	856.40	85,640

Grand total of common and preferred stock now outstanding..... \$94,200
Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized under reor- ganization.	Amount outstanding
			Rate.	When payable.		
First mortgage.....	July 1, 1891	49	p.c. 4	Jan. and July	\$115,000	\$115,000

Cost of Road.

Purchase of constructed road, including one locomotive..... \$2,100 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation \$1,100 00
Less operating expenses (excluding all taxes)..... 800 00

Gro's income from all sources \$300 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued \$2,200 00
Taxes on property used in operation of road..... 50 00
Taxes on earnings and capital stock 10 00

Deficit for year ending June 30, 1892 \$2,260 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total
Freight, all local		\$7,809 88	\$7,809 88
Passengers, all local	\$183 01		183 01
Express	60 89		60 89
<i>Miscellaneous, as follows, viz.:</i>			
Storage		17 00	17 00
Sundries		80 75	80 75
Total gross earnings	\$243 40	\$7,857 63	\$8,101 03

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed	\$1,121 02	\$1,121 02	\$2,242 04
Repairs of bridges (including culverts and cattle guards) ..	145 29	145 29	290 58
Repairs of stations, shops, docks, etc	299 53	299 53	599 06
Repairs of fences	19 63	19 63	39 26
Other expenses for maintenance of way and structures	91 07	91 08	182 15
Total	\$1,676 54	\$1,676 54	\$3,353 09
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$65 94	\$65 95	\$131 89
<i>Conducting transportation:</i>			
Wages of conductors and men	\$300 00	\$300 00	\$600 00
Wages of engineers and firemen	804 99	805 00	1,609 99
Fuel for locomotives	556 20	556 20	1,112 40
Oil and waste	50 38	50 38	100 76
Other train supplies or expenses	33 35	33 35	66 70
Wages of station agents and clerks	284 83	284 83	569 66
Station supplies	6 70	6 70	13 40
Wages of watchmen, flagmen and switchmen ..	103 64	103 65	207 29
Other expenses for conducting transportation ..	106 20	106 20	212 40
Total	\$2,046 29	\$2,046 31	\$4,092 60
<i>General expenses.</i>			
Salaries of general officers and clerks	\$100 00	\$100 00	\$200 00
General office expenses and supplies	22 82	22 82	44 65
Stationery and printing	7 20	7 20	14 40
Loss and damage of freight and baggage	1 99	2 00	3 99
Telegraph maintenance and operation	28 17	28 17	56 34
Mileage of cars of other companies (debit balance)	61 55	61 56	123 11
Total	\$241 23	\$241 25	\$482 48
Grand total operating expenses	\$4,030 00	\$4,030 07	\$8,060 07

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road and equipment		\$150,000 00
Profit and loss (deficiency)		30,236 64
		<u>\$180,236 64</u>
LIABILITIES.		
Capital stock		\$94,200 00
Funded debt		81,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$3,293 50	
Open accounts	2,375 36	
		<u>5,668 86</u>
		<u>\$180,000 00</u>

SYRACUSE AND BALDWINVILLE.

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Traffic and Mileage Statistics.

ITEM.	All local.
Number of tons of freight carried.....	5,838
Number of tons of freight carried one mile.....	84,970
Freight train mileage.....	5,838

ITEM	Earnings.	Expenses	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$243 40	\$4 080 00	\$3,786 60
Freight earnings and expenses (including miscellaneous earnings) ..	7,837 63	4 030 07	3,807 56
Average per ton of freight carried.	1 34	60	65
Average per ton of freight per mile.....	2 24	1 17	1 09
Average per freight train per mile.....	1 48	76	72

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile per ton for carrying freight, all classes.....	2.28

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Baldwinsville to Amboy, single track	6.00
Sidings and turnouts on main line..	2.28
Grand total of tracks, sidings and turnouts.....	8.28
Laid with steel rail, main line	6.00

Average life of rails steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number	Aggregate length.
Iron bridges.....	5	Feet. 400
Wooden trestles.....	1	20
Total	6	420

EQUIPMENT.	Number owned	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	1	\$7,600	70,000	1

Patent ball switch used on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	10

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Merchandise.....	5,998

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	9
Aggregate amount of salaries and wages paid them during the year	\$4,000 00

Officers of the Company.

Name.	Title.	Official Address.
R. G. ROLSTON,	President.....	New York city.
FREDERICK H. GIBBENS.....	Secretary and Treasurer.....	New York city.
W. F. HALLSTAD	General Manager.....	Scranton, Penn.

Directors of the Company.

Name.	Residence.
R. G. ROLSTON	New York city.
JACOB AMOS	Syracuse, N. Y.
FREDERICK H. GIBBENS	New York city.
SAMUEL SLOAN, Jr.	New York city.
W. H. LEUPP	New York city.
E. M. MARSTON.....	New York city.
F. F. BENTLEY	Baldwinsville, N. Y.
F. M. PATCHEN.....	New York city.
R. A. DOOMAN.....	New York city.

Title of company, Syracuse and Baldwinsville Railway Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, last Friday in January.

For information concerning this report, address Frederick H. Gibbens, Secretary and Treasurer, 26 Exchange place, New York city.

SYRACUSE, BINGHAMTON AND NEW YORK.

(Date of charter, April 30, 1867.)

Organized in 1830 under the General Railroad Law as the Syracuse and Binghamton Railroad Company, and opened from Binghamton to Syracuse October 18, 1834; purchased under foreclosure for \$2,606,468.25 and reorganized October 12, 1856 under the name of the Syracuse and Southern Railroad Company and name changed April 30, 1867, to present title.

The Union Railroad, extending the road one and one-half miles on the north to the Erie canal at Geddes, was purchased August 12, 1858, for \$183,983.77.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	25,000	\$3,500,000
Number of stockholders		

FUNDED DEBT.

DESIGNATION OF LIEN.	Date	INTEREST		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
		Term	When payable.			
First consolidated mortgage.....	Oct 2 1870	30 years	April & Oct	\$2,500,000	\$1,966,000	\$1,670,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, and ballast.....		\$543,319 68
Bridges		97,723 11
Superstructure (including ties) and rails.....	\$122 25	896,073 78
Land, land damages and fences		78,177 84
Passenger and freight stations		44,950 94
Engine and car houses, shops, machinery and tools, fuel and water stations		188,250 76
Engineering expenses.....		15,851 21
Purchase of constructed road		2,808,227 12
Total cost of road.....	\$122 25	\$4,519,774 96
EQUIPMENT.		
Locomotives		\$77,275 67
Passenger cars, mail, baggage and express cars.....		85,716 70
Freight and other cars	*\$1,928 21	819,699 79
Total cost of equipment.....	*\$1,928 21	\$432,892 16
Grand total cost of road and equipment	*\$1,928 06	\$4,650,966 52

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New switches at Cortland, 1,112 feet		\$722 25
New cars, 1 box, 1 flat, 1 snow-plow, 1 handcar.....	\$1,921 60	
Less cars destroyed and torn down		
Five box cars.....	\$2,350 00	
Five flat cars	1,600 00	
	\$3,850 00	
		*1,928 21
		*\$1,928 06

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$669,458 06
Less operating expenses (excluding all taxes)	480,219 14
Net earnings from operation.....	\$409,138 91
<i>Income from other sources as follows, viz.:</i>	
Interest.....	3,566 11
Gross income from all sources.....	\$412,505 02
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$187,620 00
Taxes on property used in operation of road.....	29,575 28
Taxes on earnings and capital stock	9,224 40
	177,120 68
Net income from all sources	\$235,384 34
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on \$2,500,000 common stock.....	200,000 00
Surplus for year ending June 30, 1892	\$35,384 34

General Income Account.

Surplus for year ending June 30, 1892	\$35,384 34
Surplus up to June 30, 1891	234,555 14
	\$269,939 48
Less extra dividend 5 per cent	125,000 00
Total surplus June 30, 1892	\$144,939 48

* Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$118,182 33		
Freight, local.....	117,811 17		
		\$230,000 50	\$230,000 50
Passengers, through.....	\$27,127 43		
Passengers, local.....	168,119 16		
	\$195,246 59		195,246 59
Mail.....	11,604 72		11,604 72
Express.....	58,352 96		58,352 96
<i>Miscellaneous, as follows, viz.:</i>			
Use of track.....	2,161 69	302,072 05	304,233 74
Switching.....		3,361 50	3,361 50
Rents.....	\$5,524 30		
Telegraph.....	561 24		
Extra baggage.....	2,334 25		
Storage.....	657 60		
Other items.....	580 75		
	2,801 41	6,748 63	9,549 04
Total gross earnings.....	\$208,264 37	\$603,123 68	\$811,388 05

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$4,683 96	\$17 836 38	\$22,520 36
Steel rails laid, 908 tons, cost.....	6,148 51	20,156 57	26,305 08
Repairs of roadbed.....	11,674 79	43,671 49	55,346 28
Repairs of bridges (including culverts and cattle guards).....	2,159 72	7,544 38	9,704 10
Repairs of stations, shops, docks, etc.....	9,351 67	21 608 92	21,060 59
Repairs of fences.....	1,301 24	8,212 48	9,513 72
Total.....	\$35,318 91	\$114 120 17	\$149,434 08
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$8,675 67	\$20,122 35	\$28,798 02
Repairs of cars.....	10,221 50	32,265 39	42,486 89
Repairs of machinery and tools.....	2,167 88	4 978 91	7,146 79
Other expenses for maintenance of equipment.....	88 47	78 06	166 53
Total.....	\$21,093 52	\$57,454 68	\$78,548 20
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$14,225 83	\$13,059 84	\$27,285 67
Wages of engineers and firemen.....	14,557 74	17,694 25	32,251 99
Fuel for locomotives.....	19,992 35	29,924 59	49,916 94
Oil and waste.....	991 80	2,836 22	3,828 02
Water supply.....	1,338 34	3,138 59	4,476 93
Other train supplies or expenses.....	827 12	3,791 12	4,618 24
Wages of station agents and clerks.....	5,328 21	12,478 73	17,806 94
Wages for labor at stations.....		22,252 45	22,252 45
Station supplies.....	1,000 49	2,300 89	3,301 38
Wages of watchmen, flagmen and switchmen.....	5,920 70	13,642 45	19,563 15
Other expenses for conducting transportation.....	610 27	1,400 95	2,011 22
Total.....	\$61,791 85	\$102,026 56	\$163,818 41
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$4,114 00	\$9,456 00	\$13,570 00
General office expenses and supplies.....	49 71	119 38	169 09
Stationery and printing.....	186 52	312 41	498 93
Outside agencies and advertising.....	694 78	1,623 01	2,317 79
Legal expenses.....	536 03	1,216 69	1,752 72
Loss and damage of freight and baggage.....		105 26	105 26
Injuries to persons.....	815 71	1,517 10	2,332 81
Telegraph maintenance and operation.....	2,948 83	6,818 42	9,767 25
Mileage of cars of other companies (debit balance).....		2,466 10	2,466 10
Other general expenses.....	664 78	1,428 75	2,093 53
Total.....	\$9,960 36	\$25,563 12	\$35,523 48
Grand total operating expenses.....	\$131,754 61	\$329,184 50	\$460,939 10

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$4,218,074 36
Cost of equipment	482,892 16

Current assets, as follows, viz.:

Cash on hand.....	\$40,879 67	
Open accounts.....	80,615 19	
Materials and supplies.....	44,102 26	
		165,597 12
		<u>\$4,816,563 64</u>

LIABILITIES.

Capital stock.....	\$2,500,000 00
Funded debt.....	1,966,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$39,270 00	
Dividends unpaid.....	4 00	
Audited vouchers and pay-rolls.....	89,537 90	
Open accounts.....	26,812 26	
		105,624 16
Profit and loss (surplus).....		244,939 48
		<u>\$4,816,563 64</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	21,967	268,253	290,220
Number of passengers carried one mile.....	1,575,287	7,290,207	8,865,494
Number of tons of freight carried	168,798	133,037	296,835
Number of tons of freight carried one mile.....	12,027,243	6,681,792	18,709,035
Passenger train mileage .....	.....	.....	244,319
Freight train mileage.....	.....	.....	214,519
All other train mileage.....	.....	.....	389,760
Total train mileage.....	.....	.....	848,498

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$206,264 37	\$181,154 64	\$185,109 73
Average per passenger carried.....	9174	4518	4656
Average per passenger per mile	03	0147	0153
Average per passenger train per mile.....	1 09	54	55
Freight earnings and expenses (including miscellaneous earnings)	603,198 68	329,164 50	274,029 18
Average per ton of freight carried.....	2 03	1 11	93
Average per ton of freight per mile.....	0322	0175	0147
Average per freight train per mile.....	2 81	1 53	1 28

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first class.....	Cents. 3	Cents. 3	Cents. 3
Average rate received per mile for carrying passengers, second-class	2	2	2
Average rate received per mile for carrying passengers, all classes.....	1.753	2.306	2.202
Average rate received per mile per ton for carrying freight, all classes.....	.941	1.763	1.234

Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line laid from Binghamton to Geddes, single track.....		61.
Second track on main line.....		31.50
Sidings and turnouts on main line.....		37.68
Grand total of tracks, sidings and turnouts.....		130.18
Laid with steel rail, main line.....		126.09
Average life of rails—steel, 12 years; iron, 6 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 73 lbs.; minimum, 60 lbs., iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel.		

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	56	Feet. 2,217

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	1	\$7,000	154,000	15	.....	.....
Locomotives, 6 drivers.....	9	8,800	148,000	15	7	.....
Locomotives, 4 drivers.....	10	9,000	165,000	15	10	.....
Total.....	20	.....	.....	.....	17	.....
First-class passenger cars.....	9	\$5,500	54,000	15	9	9
Baggage, mail and express cars.....	3	2,000	48,000	15	3	3
Total.....	12	.....	.....	.....	12	12
Box freight cars.....	486	\$500	25,000	10	.....	45
Stock freight cars.....	7	504	23,100	10	.....	.....
Flat freight cars.....	108	425	24,000	10	.....	15
Caboose, 4-wheel cars.....	4	400	16,000	10	.....	.....
Caboose, 8-wheel cars.....	5	550	24,000	10	1	.....
Service cars.....	10	575	4,800	10	1	.....
Total.....	615	.....	.....	.....	2	61

Passenger cars are equipped with the Westinghouse air brake and Gould, Miller and Dowling coupler.

Wharton and split switches are used on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	81
Length of steel rails laid during year in repairs, miles.....	7 68
Railroads crossing road at grade.....	4
Highway crossings at grade without protection.....	.....
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	1

Passenger cars are heated by Gold steam-heating apparatus, lighted by oil lamps and ventilated by Creamer and automatic ventilators.

The United States Express and Produce Dispatch do business over this line at about \$4,450 per month.

Pullman's sleeping and parlor cars, owned jointly by Pullman Palace Car Company as Delaware, Lackawanna and Western Railroad Company, are run over this road under agreement with latter company.

The Lackawanna and Great Eastern lines run over this road under agreement with the Delaware, Lackawanna and Western Railroad Company.

This company receives from the government for transportation of mails \$11,600 per annum + allotments.

SYRACUSE, BINGHAMTON AND NEW YORK.

598

DESCRIPTION OF FREIGHT MOVED.

	Tonnage.
Flour	19,041
Grain	18,485
Meats and provisions.....	16,116
Live stock	16,259
Lumber.....	88,472
Pig and bar iron and steel	51,440
Iron or other ores.....	9,865
Coal and coke.....	878
Petroleum and other oils	766
Manufactures	58,427
All other merchandise.....	17,850
All other agricultural products.....	17,890
All other articles not included above.....	87,346
Total	296,885

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees	7	2	9
Others.....	6	6	12
Total	14	8	22

EMPLOYES.

Average number of persons employed (including officials) during the year.....	825
Aggregate amount of salaries and wages paid them during the year	\$392,597 74

Officers of the Company.

Name.	Title.	Official Address
SAMUEL SLOAN.	President.....	26 Exchange place, N. Y. city.
FRED F. CHAMBERS	Secretary	26 Exchange place, N. Y. city.
FREDERICK H. GIBBONS	Treasurer	26 Exchange place, N. Y. city.
WM. F. HALSTEAD	General Manager.....	Scranton, Pa.
A. H. SCHWARZ	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
PERCY R. PYNE.....	New York city.
GEORGE BLISS	New York city.
URIEL A. MURDOCK.....	New York city.
ERASTUS F. HOLDEN.....	Syracuse, N. Y.
FREDERICK H. GIBBONS	New York city.
FRED F. CHAMBERS.....	Sommerville, N. J.
BENJAMIN G. CLARKE.....	Jersey City, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS.....	East Orange N. J.
EDWIN R. HOLDEN.....	New York city.
WILLIAM S. SLOAN.....	New York city.

Title of company, The Syracuse, Binghamton and New York Railroad Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in December.

For information concerning this report address Fred F. Chambers, Secretary and Auditor,

2 Exchange place, New York city.

SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSEE—FALL BROOK COAL COMPANY.

(Date of charter, October 1, 1893.)

The Syracuse, Geneva and Corning Railway Company was formed as of the first day of October, 1893, by the consolidation of the previously existing company of that name (chartered August 27, 1875), and the Penn Yan and New York Railroad Company (chartered August 24, 1877). The lease of the latter company extended from Penn Yan on Lake Kauka, to a connection with the line of the former at Dresden, a distance of 6.43 miles.

The capital stock of the new company was fixed at \$1,325,000, being equal to the aggregate of the two former companies.

The lease of the former Syracuse, Geneva and Corning line to the Fall Brook Coal Company as stated in previous reports, was amended so as to apply, on the same terms, to the new company's line, including the Penn Yan branch.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	13,250	\$1,325,000	.....
Issued for actual cash.....	278	\$27,800	\$27,800
Issued on account of construction.....	12,972	1,297,200	.....
Total now outstanding.....	13,250	\$1,325,000	\$27,800
Number of stockholders.....			44

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*First mortgage.....	Nov. 15, 1875	30	p.c. 7	May 15, Nov 15	\$1,000,000	\$774,100
†Second mortgage.....	Mar. 1, 1879	30	5	Feb. 1, Sep. 1	300,000	300,000
Total.....					\$1,000,000	\$1,274,100

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$254,297 44
Bridges.....	406,632 07
Superstructure (including ties) and rails..	1,080,500 78
Land and land damages.....	205,545 08
Fences.....	43,258 70
Passenger and freight stations.....	62,478 28
Engineering expenses.....	108,797 17
Telegraph line.....	2,371 50
Cost of constructing Penn Yan and New York Railroad.....	195,000 00
Grand total cost of road.....	\$3,919,553 98

*The first mortgage bond, the original actual issue of which amounted to \$1,000,000, have an accumulating sinking fund of one per cent per annum, under the appreciation of which \$224,900 was taken up during the past year. The whole amount that has been taken up is \$224,900, leaving \$774,100 now outstanding.

†Issued to contractors to pay for construction.

Income Account for Year Ending June 30, 1892.

Revenue from Fall Brook Water Co. payable 1889		\$268 601 38
Interest on deposits, etc.		1,207 41
Gross income from all sources		3,269 948 79
<i>Deductions from income as follows:</i>		
Interest on funded debt and accounts	\$44,819 82	
Taxes on property	2 650 60	
Salaries and other expenses	2 79 32	
		47,270 74
Net income from all sources		\$2,801 778 85
<i>Payments for interest on funded debt</i>		
Dividend on account of payment of \$1,000,000 in stock		118 750 00
Deficit for year ending June 30, 1892		\$18 221 15

General Income Account.

Deficit for year ending June 30, 1892	\$18 221 15
Surplus up to June 30, 1891	401 614 00
Total surplus June 30, 1892	\$419,835 85

General Balance Sheet June 30, 1892

<i>ASSETS</i>		
Cost of road		\$1, 0 353 99
<i>Current assets as follows:</i>		
Cash on hand		78 362 28
		\$1 081 716 22
<i>LIABILITIES</i>		
Capital stock		\$1 925 000 00
Funded debt		1,474 100 00
<i>Current liabilities as follows:</i>		
Interest on funded debt and accounts		10 77 37
Profit and loss surplus		283,042 85
		\$3, 998 310 22

Description of Road and Equipment.

	<i>TRACK</i>	<i>Miles owned all in N. Y. State.</i>
Main line and from Geneva to Corning single track		57 75
Branches or other roads laid single track		6 43
Total single track		64 18
Sidings and turnouts on main line		22 75
Sidings and turnouts on branch and other roads		2 75
Total sidings and turnouts		25 50
Grand total of tracks, sidings and turnouts		89 68
Laid with steel rail main line		57 75
Laid with steel rail branches and other roads		6 43
Weight of rails per yard (steel) main line 40 lbs. per yard, 4 feet 8 1/2 inches, cast-iron with gravel bed.		

DETAILS OF LINES AND BRANCHES

NAME OF BRANCH OR ROAD	LOCATION	TYPE OF TRACK	Miles laid with steel rail
Penn Yan	1 mi. N. Y. N. Y. West N. Y.	Single track	6 43

Description of Road and Equipment — (Continued).

Bridges.	ENTIRE LINE IN NEW YORK STATE	
	Number.	Aggregate length.
Iron bridges	20	Feet. 3,432
Wooden bridges	1	28
Wooden trestles	3	473
Total	24	3,933

Officers of the Company.

Name.	Title.	Official Address.
GEORGE J. MAGEE	President	Corning, N. Y.
JOHN LANG	Vice-President	Corning, N. Y.
EDWIN D. WORCESTER	Treasurer	Grand Central depot, New York city
LOUIS P. MILLER	Secretary	Corning, N. Y.

Directors of the Company.

Name.	Residence
CHAUNCEY M. DEFEW	New York city
CHARLES C. CLARKE	New York city
SAMUEL F. BARGER	New York city
EDWIN D. WORCESTER	New York city
DWIGHT W. PARDEE	Brooklyn, N. Y.
EDWARD V. W. ROSSITER	Flushing, N. Y.
JAMES TILLINGHAST	Buffalo, N. Y.
GEORGE J. MAGEE	Watkins, N. Y.
DANIEL BEACH	Watkins, N. Y.
JOHN LANG	Watkins, N. Y.
JOHN MAGEE	Watkins, N. Y.
ABRAM S. STOTHOFF	Watkins, N. Y.
AUSTIN LATHROP	Corning, N. Y.

Title of company, The Syracuse, Geneva and Corning Railway Company.
 General offices at Watkins, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Tuesday in May.
 For information concerning this report, address E. D. Worcester, Treasurer, Grand Central depot, New York city.

SYRACUSE, GENEVA AND CORNING.

LESSEE.

* Cost of Equipment.

	Total cost up to June 30, 1892
Locomotives	\$546,854 73
Passenger cars	59,570 00
Mail, baggage and express cars.	39,673 00
Freight and other cars	1,422,493 55
Total cost of equipment	\$2,068,591 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$806,984 15
Less operating expenses (excluding all taxes)	556,385 99
Gross income from all sources	\$249,598 16
Deductions from income as follows, viz.:	
Rentals paid lessor	\$368,661 38
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	8,970 76
	277,632
Deficit for year ending June 30, 1892	\$228,031

DETAILED STATEMENT OF RENTALS

Paid Syracuse, Geneva and Corning Railway Company one-third of gross receipts (\$806,984 15)	\$268,994 71
--	--------------

* This equipment furnished by other parties and used on the line of this road in connection with the operating of the Pine Creek railway and the Corning, Cowanesque and Antwerp railway, total number of miles, 233.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$719,816 49			
Freight, local..... 15,635 43			
		\$734,951 92	\$734,951 92
Passengers through... \$4,470 52			
Passengers, local..... 49,451 71			
	\$53,922 23		53,922 23
Mail..... 4,819 44			4,819 44
Express..... 6,265 21			6,265 21
<i>Miscellaneous, as follows, viz.:</i>			
Union News Company..... \$93 75			
Weighing machines..... 31 42			
Extra baggage..... 810 57			
	935 74		935 74
Storage..... \$30 00			
Switching..... 5,069 61			
		5,069 61	5,069 61
Total gross earnings.....	\$65,942 62	\$740,041 53	\$805,984 15

OPERATING EXPENSES.

OPERATING EXPENSES:			
Maintenance of way and structures:			
Repairs of track.....	\$2,450 42	\$26,069 24	\$28,519 66
Steel rails laid 22½ tons; cost...	\$701 40		
Fastenings	1,469 82		
	272 60	1,898 62	2,171 22
Repairs of roadbed.....	2,701 01	24,818 20	27,014 21
Repairs of bridges (including culverts and cattle guards)	207 94	2,092 64	2,300 58
Repairs of stations, shops, docks, etc.....	155 73	1,219 64	1,375 37
Repairs of fences	300 35	2,843 18	3,143 53
Other expenses for maintenance of way and structures	160 20	1,662 05	1,822 25
Total	\$6,248 25	\$60,098 57	\$66,346 82
Maintenance of equipment:			
Repairs of locomotives.....	\$2,816 54	\$45,906 91	\$48,723 45
Repairs of cars.....	4,023 70	34,399 59	38,423 29
Repairs of machinery and tools.....	227 08	3,452 72	3,679 80
Other expenses for maintenance of equipment.....	255 55	8,794 60	9,050 15
Total	\$7,322 87	\$92,553 82	\$99,876 69
Conducting transportation:			
Wages of conductors and men.....	\$5,723 70	\$52,367 24	\$58,090 94
Wages of engineers and firemen.....	4,836 89	53,862 71	58,699 60
Fuel for locomotives	4,518 26	50,882 89	55,201 15
Oil and waste	359 60	4,596 68	4,956 28
Water supply	221,58	3,116 42	3,338 00
Other train supplies or expenses.....	165 65	2,350 91	2,516 56
Wages of station agents and clerks.	2,666 72	12,513 31	15,180 03
Wages for labor at stations.....	.....	8,614 14	8,614 14
Station supplies.....	195 24	1,189 54	1,384 78
Wages of watchmen, flagmen and switchmen..	417 84	9,875 90	10,293 24
Other expenses for conducting transportation..	203 00	504 76	707 76
Total	\$19,137 98	\$199,874 50	\$219,012 48
General expenses:			
Salaries of general officers and clerks	\$2,260 81	\$23,928 23	\$26,189 04
General office expenses and supplies	647 96	2,718 77	3,366 73
Stationery and printing.....	406 31	1,406 11	1,812 42
Outside agencies and advertising	160 16	197 45	357 61
Legal expenses.....	175 47	2,361 29	2,536 76
Loss and damage of freight and baggage.....	.....	353 79	353 79
Damage to cattle and property.....	268 59	2,461 38	2,729 97
Injuries to persons.....	393 26	462 87	856 13
Telegraph maintenance and operation.....	1,002 60	6,398 66	7,401 26
Mileage of cars of other companies (debit balance)	3,987 11	121,028 83	125,015 94
Other general expenses	168 99	353 26	522 25
Total	\$9,471 26	\$161,676 64	\$171,147 90
Grand total operating expenses.....	\$42,180 36	\$514,203 53	\$556,383 89

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	5,285	146,315	151,600
Number of passengers carried one mile.....	944,622	2,522,653	3,467,275
Number of tons of freight carried	3,254,818	87,469	3,342,287
Number of tons of freight carried one mile.....	174,591,880	3,286,540	177,878,420
Passenger train mileage			127,986
Freight train mileage			669,987
All other train mileage			49,222
Total train mileage.....			847,195

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$55,942 62	\$42,180 86	\$23,761 76
Average per passenger carried	43497	27323	16174
Average per passenger per mile	00332	01524	00808
Average per passenger train per mile.....	51	83	18
Freight earnings and expenses (including miscellaneous earnings)	740,041 53	514,303 53	225,738 00
Average per ton of freight carried.....	2214	1539	675
Average per ton of freight per mile	00416	00228	00188
Average per freight train per mile.....	1 1045	7575	3370

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 1.627	Cents. 1.961	Cents. 1.940
Average rate received per mile per ton for carrying freight, all classes.....	.412	.475	.412

Description of Road and Equipment.

TRACK.	Miles located all in N. Y. State.
Main line laid from Corning to Geneva, single track	57.75
Branches or other roads, laid single track.....	6.45
Total single track	64.20
Sidings and turnouts on main line.....	22.75
Sidings and turnouts on branches and other roads	2.75
Total sidings and turnouts	25.50
Grand total of tracks, sidings and turnouts.....	89.70
Laid with steel rail, main line	57.75
Laid with steel rail, branches or other roads.....	6.45
Weight of rails per yard - Steel, maximum, 75 lbs.; minimum, 62 lbs.; gauge of track, 4 feet 8 1/4 inches; ballasted with gravel and broken stone.	

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	All in New York State	Miles laid with steel rail
Penn Yan branch	Dresden	Penn Yan	6.45	6

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	120,410	2.4
Grain.....	945,743	7.3
Meats and provisions.....	7,782	.3
Live stock.....	1,330	.1
Lumber.....	107,949	1.2
Pig and bar iron and steel.....	29,227	1.2
Iron or other ores.....	79,468	2.3
Coal and coke.....	2,408,308	72.1
Petroleum and other oils.....	11,781	.4
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	26,539	.8
All other manufactures.....	78,300	2.3
All other merchandises.....	62,900	1.9
All other agricultural products.....	83,279	2.5
All other articles not included above.....	69,612	2.1
Total	3,342,367	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	20	2	22
Others.....	1	1	2
Total	22	3	25

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 44
 Aggregate amount of salaries and wages paid them during the year..... \$264,630 12

For officers of the lessee company, see Corning, Cowanesque and Antrim, lessee.

Title of lessee company, Fall Brook Coal Company.

General offices at Corning, N. Y.

Date of close of fiscal year, December 31

For information concerning this report, address John Lang, Treasurer.

TIOGA.

FOR ITSELF AND AS LESSEE OF THE ELmira STATE LINE.

(Date of charter, February 23, 1836; reorganized April 6, 1850.)

This company was originally organized under special charter February 23, 1836, as the Tioga Navigation Company. Reorganized April 6, 1850, and the name changed by statute to the Tioga Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash real. on amou outstand
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter .....	.....	\$1,000,000	.....	.....	.....
Issued for actual cash and now outstanding.....	7,894	801,300	3,794	\$,22 700	\$58, 1

Grand total of common and preferred stock now outstanding..... \$250
 Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	When due.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
First mortgage	1852	1915	p.c 5	May & Nov.	\$350,000	\$239,500	\$239,500
Third rail mortgage	1876	1896	7	May & Nov.	575,000	125,000	125,000
Tioga extension, Elmira State line	1875	1905	7	Apr. & Oct.	265,000	265,000	265,000
* Elmira State Line R. R. Co. bonds	1875	1905	7	Apr. & Oct.	160,000	160,000	160,000
Total					\$1,150,000	\$789,500	\$789,500

Cost of Road and Equipment.

† Grand total cost of road and equipment \$1,474,531 93

Income Account for Year Ending June 30, 1892

Gross earnings from operation \$350,040 97
Less operating expenses (excluding all taxes) 174,729 29
Gross income from all sources \$175,311 68

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued \$50,475 00
Rentals 14,794 00
Taxes on property used in operation of road 1,163 88
Taxes on earnings and capital stock 4,634 87
71,067 85

Surplus for year ending June 30, 1892 \$104,244 43

General Income Account.

Surplus for year ending June 30, 1892 .. \$104,244 43
Surplus up to June 30, 1891 2,410,189 83

Less adjustment of account with New York, Lake Erie and Western Railroad Company \$2,514,384 26
100,000 00

Total surplus June 30, 1892 \$2,414,384 26

DETAILED STATEMENT OF RENTALS.

Elmira State Line Railroad, 7 per cent on \$29,270 stock \$2,044 00
Arnot and Pine Creek Railroad, 5 per cent on \$256,000 stock 12,750 00

Total amount of rentals deducted from income \$14,794 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total
Freight, through ..	\$186,581 51		
Freight, local	93,009 80		
		\$279,591 31	\$279,591 31
Passengers, through	\$50,372 73		50,372 73
Passengers, local ..	32,633 96		
	4,584 72		4,584 72
Mall	2,285 26		2,285 26
Express			
Miscellaneous, as follows, viz:			
Ents	\$3,652 25		
Miscellaneous	1,654 71		
	1,496 10	2,708 86	4,205 96
Total gross earnings	\$67,740 80	\$282,300 17	\$350,040 97

* Both principal and interest guaranteed by the Tioga Railroad Company

† Details of cost of road and equipment can not be furnished. The books of the Tioga Railroad Company came into the possession of the New York, Lake Erie and Western Railroad Company in 1895, and prior to that date the records show no details sufficient to analyze the accounts as required.

Analysis of Gross Earnings and Operating Expenses—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$9,674 87	\$19,651 56	\$29,326 43
Steel rails laid, 383,576 tons, cost \$9,690.18.			
Repairs of bridges (including culverts and cattle-guards).....	865 27	710 64	1,575 91
Repairs of stations, shops, docks, etc.	1,415 31	2,909 75	4,325 06
Repairs of fences.....	116 90	223 90	339 80
Other expenses for maintenance of way and structures.....	576 40	1,182 95	1,759 35
Total.....	\$12,138 75	\$24,658 80	\$36,797 55
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$4,047 18	\$9,899 50	\$13,946 68
Repairs of cars.....	4,797 58	4,709 24	9,506 82
Repairs of machinery and tools.....	420 81	841 84	1,262 65
Other expenses for maintenance of equipment.....	1,918 58	3,837 71	5,756 29
Total.....	\$11,184 15	\$19,288 29	\$30,472 44
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$6,626 09	\$17,024 18	\$24,650 27
Wages of engineers and firemen.....	5,306 87	15,428 10	20,734 97
Fuel for locomotives.....	4,038 08	13,543 88	17,581 96
Oil and waste.....	256 92	1,142 58	1,399 50
Water supply.....	545 06	1,091 88	1,636 94
Other train supplies or expenses.....	1,706 07	520 72	2,226 79
Wages of station agents and clerks.....	2,119 81	4,622 72	6,742 53
Wages for labor at stations.....	998 59	3,840 35	4,838 94
Station supplies.....	838 17	1,461 29	2,299 46
Wages of watchmen, flagmen and switchmen..	168 12	292 30	460 42
Other expenses for conducting transportation..	281 86	506 52	788 38
Total.....	\$22,806 54	\$60,081 85	\$82,888 39
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$2,268 97	\$4,738 87	\$7,007 84
Stationery and printing.....	207 90	635 89	843 79
Out-of-pocket agencies and advertising.....	3 25	6 50	9 75
Legal expenses.....	298 75	597 55	896 30
Loss and damage of freight and baggage.....		48 70	48 70
Damage to cattle and property.....	47 67	95 38	143 05
Injuries to persons.....	3,968 30	336 59	4,304 89
Telegraph maintenance and operation.....	1,185 41	5,180 16	6,365 57
Mileage of cars of other companies (debit balance).....	1,559 88	3,205 13	4,765 01
Other general expenses.....	19 82	39 77	59 59
Total.....	\$10,384 90	\$14,783 99	\$25,168 89
Grand total operating expenses.....	\$55,966 36	\$118,762 98	\$174,729 34

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$1,674,521
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	\$1,000 00
Other permanent investments.....	30,291 90
	40,291 90
<i>Current assets, as follows, viz.:</i>	
Due by companies and individuals.....	2,314,000
	\$3,835,916

LIABILITIES.

Capital stock.....	\$580,000 00
Funded debt.....	789,500 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$10,891 66
Dividends unpaid	842 00
Accrued rentals of leased lines.....	3,608 50
Elmira State Line Railroad Company's stock.....	29,200 00
Profit and loss (surplus)	44,138 16
	\$2,414,884 26
	<u>\$3,898,916 46</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	47,907	114,105	161,812
Number of passengers carried one mile ..	1,194,164	1,298,787	2,492,951
Number of tons of freight carried.....	447,016	429,422	876,438
Number of tons of freight carried one mile ..	20,115,928	11,819,238	31,935,166

Passenger train mileage			92,583
Freight train mileage ..			167,408
All other train mileage.....			57,534
Total train mileage.....			317,525

ITEM.	Earnings	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$67,740 80	\$65,966 86	\$11,774 44
Average per passenger carried ..	48	347	973
Average per passenger per mile ..	0378	0236	0047
Average per passenger train per mile.....	73	64	09
Freight earnings and expenses (including miscellaneous earnings) ..	282,300 17	118,763 93	163,537 24
Average per ton of freight carried.....	22	13	19
Average per ton of freight per mile ..	0068	0037	0031
Average per freight train per mile.....	1 69	71	98

ITEM.	Through	Local.	Through and Local.
Computed on earnings from carrying passengers and freight only			
Average rate received per mile for carrying passengers, first class	Cents. 2.247	Cents. 2.522	Cents. 2.391
Average rate received per mile for carrying passengers, second class ..	1.632		1.632
Average rate received per mile for carrying passengers, all classes.....	2.229	2.522	2.386
Average rate received per mile per ton for carrying freight, all classes .....	.928	.787	.856

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from State Line Junction to Hoytville, Pa., single track		42.826	6.508	18.337	6.508	61.163
Branches or other roads laid single track		3.564				3.564
Total single track		46.390	6.508	18.337	6.508	64.727
Sidings and turnouts on main line.	696	19.066	1.753	3.534	2.646	22.600
Sidings and turnouts, branches or other roads		1.434				1.434
Total sidings and turnouts	696	20.500	1.753	3.534	2.646	24.034
Grand total of tracks, sidings and turnouts	696	66.912	8.255	21.871	9.151	90.733
Laid with steel rail, main line		42.826	6.508	11.509	6.508	54.336
Laid with steel rail, branches or other roads		3.564				3.564
Laid with iron rail, main line				6.828		6.828

Average life of rails—steel, 12 years; iron, 7 years, average life of ties, 6 years; weight of rails per yard—steel, maximum, 68 lbs.; minimum, 60 lbs.; iron, maximum, 66 lbs., minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and clinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Elmira State Line Railroad	State Line Junction	Pa. State Line	6.508	6.508	Leased	6.508	
Morris Run Branch	Blossburg, Pa.	Morris Run, Pa.		3.564	Owned	3.564	
Arnot and Elm Creek R. R.	Arnot Junction, Pa.	Hoytville, Pa.		11.834	Leased	5.068	6.766

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet		
Iron bridges			9	1
Wooden bridges	2	175.8	14	1
Wooden trestles	21	1,105.4	65	3
Total	23	1,281.2	88	5

Description of Road and Equipment—Continued

Equipment	Number owned	Average cost of each	Maximum weight of each in lbs.	% equipped with patent brake	% equipped with patent coupler
Locomotives, 5 drivers	1	\$23,000	50,000	1	1
Locomotives, 6 drivers	1	25,000	110,000	1	1
Locomotives, 4 drivers	1	15,000	30,000	1	1
Total	3			3	3
First class passenger cars	1	\$5,000		1	1
Second class passenger cars	1	4,000		1	1
Baggage mail and express cars	1	1,500		1	1
Total	3			3	3
Box freight cars	10	\$400			
Coal freight cars	10	700			
Flat freight cars	10	800			10
Caboose, 4 wheel cars	2	500			
Service cars	1	700			
Total	43				10

Passenger cars are equipped with Westinghouse brake and knottley coupler freight cars with hand brake and knottley coupler. Miscellaneous cars are equipped with knottley coupler. Split switch are used on all track at all stations for freight cars.

Miscellaneous Statistics.

Item	For N. Y. State	Entire line.
Telegraph wires and operated by telegraph	100	68
Length of steel rails and joints in the track in miles	100	3,933
Highway crossings at grade with out protection	100	23
Highway crossings over or under grade	100	10
Overhead obstructions less than 10 feet from the track	100	10

Passenger cars are heated by steam from the locomotive. The cars are ventilated by movable wash windows and doors. Wells, Fargo & Co. express is used for express per cent of car load. This company has a contract for the use of the cars for express.

Percentage of Freight Traffic

Item	Tonnage	Percent
Flour	54	40
Grain	1,000	42
Meats and provisions	1,000	32
Live stock	100	10
Timber	100	11
Iron and bar iron and steel	100	10
Copper and other ores	100	10
Coal and coke	100	10
Petroleum and other oils	100	10
Manufactures of iron and steel	100	10
Manufactures of other materials	100	10
Other merchandise	100	10
Other agricultural products	100	10
Other articles not included above	100	10
Total	100	100

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	14	1	15
Others.....	1	1	2
Total.....	16	2	18

EMPLOYEES.

Average number of persons employed (including officials) during the year 156
 Aggregate amount of salaries and wages paid them during the year..... \$160,754 72

Officers of the Company.

Name.	Title.	Official Address
JOHN KING.....	President.....	P. O. box 889, New York city.
E. H. THOMAS.....	Vice-President.....	P. O. box 889, New York city.
A. R. MACDONOUGH.....	Secretary.....	P. O. box 889, New York city.
EDWARD WHITE.....	Treasurer.....	P. O. box 889, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING.....	New York city.
J. G. McCULLOUGH.....	New York city.
WILLIAM A. WHEELLOCK.....	New York city.
OSDEN MILLS.....	New York city.
H. H. COOK.....	New York city.
WILLIAM LIBBY.....	New York city.
ANDREW DONALDSON.....	New York city.
GEORGE W. QUINTARD.....	New York city.
H. W. RATHBONE.....	Elmira, N. Y.
F. N. DRAKE.....	Corning, N. Y.

Title of company, Tioga Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in November.

For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 889, New York city.

TROY AND BENNINGTON.

LESSOR.

LESSEE — FITCHBURG.

(Date of charter, May 27, 1851.)

The Troy and Bennington Railroad Company was constructed under a contract for its lease to the Troy and Boston Railroad Company.

This lease was renewed at various dates until the present lease, extending from August, 1873, until the expiration of the present charter, May 27, A. D. 1901, or for and during the periods for which the charter shall be extended or renewed, and is, in fact, a perpetual lease.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstand \$.
	Number of shares.	Total par value.	
Authorized by law or charter.....	1,508	\$150,800	.....
Issued for actual cash.....	754	\$75,400	.....
Issued on account of construction.....	754	75,400	.....
Total now outstanding.....	1,508	\$150,800	\$150,800

Number of stockholders.....

FUNDED DEBT.

DESIGNATION OF LIEN	Date	Term years	INTEREST		Amount authorized	Amount outstanding	Cash realized on amount outstanding
			Rate	When payable			
First mortgage registered bonds	89	10	6	1st & 1st	\$12,000	\$11,000	\$42,330

Cost of Road.

Total cost up to June 30, 1892

Grading, masonry and ballast	\$120,057.48
Bricks	27,200.14
Superintendent, foreman, and crew	35,000.34
Land, water, and other rights	36,071.70
Passenger and freight stations	1,822.00
Engineer's expenses, fuel, cost and loss on material and structure	585.76
Total cost of road	\$236,638.37

Income Account for Year Ending June 30, 1892.

Gross income from rents	\$17,400.00
<i>Deductions from income as follows:</i>	
Interest on funded debt paid and accrued	\$2,500.00
Salary of treasurer	250.00
Auditing, office, and postage, etc.	23.08
Net income from road	\$14,626.92
<i>Payable to stockholders as follows:</i>	
Dividends declared per cent on paid up stock	\$1,524.00
Dividends declared 3 per cent on accrued interest	4,524.00
Surplus for year ending June 30, 1892	\$3,498.92

General Income Account.

Surplus for year ending June 30, 1892	\$3,498.92
Surplus up to June 30, 1891	4,148.37
Total surplus June 30, 1892	\$7,647.29

General Balance Sheet June 30, 1892

<i>ASSETS</i>	
Cost of road	\$236,638.37
<i>Current assets as follows:</i>	
Cash on hand	2,493.82
	\$2,493.82
<i>LIABILITIES</i>	
Capital stock	\$50,000.00
Funded debt	1,000.00
Profit and loss—surplus	47,647.29
	\$57,647.29

Officers of the Company

Name	Office
L. F. GURLEY	President
P. H. NEWELL	Vice-President
PAUL A. K.	Secretary
	Head Auditor
	Troy, N. Y.
	Troy, N. Y.
	Troy, N. Y.

* Payable at various dates: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 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584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th, 698th, 699th, 700th, 701st, 702nd, 703rd, 704th, 705th, 706th, 707th, 708th, 709th, 710th, 711st, 712th, 713th, 714th, 715th, 716th, 717th, 718th, 719th, 720th, 721st, 722nd, 723rd, 724th, 725th, 726th, 727th, 728th, 729th, 730th, 731st, 732nd, 733rd, 734th, 735th, 736th, 737th, 738th, 739th, 740th, 741st, 742nd, 743rd, 744th, 745th, 746th, 747th, 748th, 749th, 750th, 751st, 752nd, 753rd, 754th, 755th, 756th, 757th, 758th, 759th, 760th, 761st, 762nd, 763rd, 764th, 765th, 766th, 767th, 768th, 769th, 770th, 771st, 772nd, 773rd, 774th, 775th, 776th, 777th, 778th, 779th, 780th, 781st, 782nd, 783rd, 784th, 785th, 786th, 787th, 788th, 789th, 790th, 791st, 792nd, 793rd, 794th, 795th, 796th, 797th, 798th, 799th, 800th, 801st, 802nd, 803rd, 804th, 805th, 806th, 807th, 808th, 809th, 810th, 811st, 812th, 813th, 814th, 815th, 816th, 817th, 818th, 819th, 820th, 821st, 822nd, 823rd, 824th, 825th, 826th, 827th, 828th, 829th, 830th, 831st, 832nd, 833rd, 834th, 835th, 836th, 837th, 838th, 839th, 840th, 841st, 842nd, 843rd, 844th, 845th, 846th, 847th, 848th, 849th, 850th, 851st, 852nd, 853rd, 854th, 855th, 856th, 857th, 858th, 859th, 860th, 861st, 862nd, 863rd, 864th, 865th, 866th, 867th, 868th, 869th, 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Directors of the Company.

Name.	Residence.
JOHN M. COLLIS	Waterford, N. Y.
THOMAS W. LOOKWOOD	Troy, N. Y.
A. CLARK FELLOWS	Troy, N. Y.
J. FRANKLIN FELLOWS	Troy, N. Y.
L. E. GURLEY	Troy, N. Y.
W. W. WHITMAN	Troy, N. Y.
PHILIP H. NISER	Troy, N. Y.
WM. H. DOUGHERTY	Troy, N. Y.
JAMES H. CARPENTER	Troy, N. Y.
WM. F. GURLEY	Troy, N. Y.
JOHN C. HOUSE	Troy, N. Y.
THOS. VAIL	Troy, N. Y.
PAUL COOK	Lansingburgh, N. Y.

Title of company, Troy and Bennington Railroad Company.

General offices at 514 Fulton street, Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report address Paul Cook, Secretary and Treasurer.

TROY AND GREENBUSH.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, May 14, 1845.)

Organized under special charter, Laws of New York, 1845, chapter 23.
Road, etc., leased, by durable lease, February 8, 1851, to the Hudson River Railroad Company
and operated by the New York Central and Hudson River Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total per value.
Authorized by law or charter	5,500	\$275,000
*Issued for part payment of property purchased and now out- standing	5,468	274,000

Cost of Road.

Total cost of road up to June 30, 1892 \$274,000 00

Income Account for Year Ending June 30, 1892.

<i>Gross income from all sources, as follows, viz.:</i>	
Rent from New York Central and Hudson River Railroad Company	\$19,250 00
Dividend on seventy shares of stock of the association	225 00
Gross income from all sources	<u>\$19,475 00</u>
<i>Deductions from income, as follows, viz.:</i>	
Expenses	905 00
Net income from all sources	<u>\$18,570 00</u>
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 7 per cent on \$274,400 common stock	19,208 00
Surplus for year ending June 30, 1892	<u>\$22 00</u>

* Including a ten per cent stock dividend made before 1861.

General Income Account.

Surplus for year ending June 30, 1892.....	\$82 00
Surplus up to June 30, 1891	4,320 91
Total surplus June 30, 1892	<u>\$4,402 91</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$274,400 00
Other permanent investments, as follows, viz.:	
Stock of the association, seventy shares.....	3,650 00
Current assets, as follows, viz.:	
Cash on hand.....	772 91
	<u>\$278,822 91</u>
LIABILITIES.	
Capital stock.....	\$274,400 00
Profit and loss (surplus)	4,422 91
	<u>\$278,822 91</u>

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH M. WARREN	President	Troy, N. Y.
THOMAS W. LOCKWOOD	Vice-President	Troy, N. Y.
JOHN B. GALE.....	Treasurer and Sec'y..	Williamstown, Mass., or Troy, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
WILLIAM A. THOMPSON.....	Troy, N. Y.
GEORGE S. THOMPSON	Troy, N. Y.
JOHN I. THOMPSON	Troy, N. Y.
WALTER P. TILLMAN	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
JOHN B GALE	Williamstown, Mass.

Title of company, Troy and Greenbush Railroad Association.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, October.
For information concerning this report address John B. Gale, Treasurer and Secretary,
Troy, N. Y., or Williamstown, Mass.

TROY, SARATOGA AND NORTHERN.

LESSOR.

LESSEE — FITCHBURG.

(Date of charter, September 2, 1886.)

Under and in pursuance of an agreement of consolidation entered between the Saratoga Lake Railway Company and the Hoosac Tunnel and Saratoga railway Company, dated July 12, 1886, and filed and recorded in the office of the Secretary of State on the 2d day of September, 1886. Leased by the Boston, Hoosic Tunnel and Western Railway Company, on the basis of the lessee paying all expenses and taxes and to pay over to lessor any surplus remaining. The Fitchburg Railroad Company controls and operates the Boston, Hoosac Tunnel and Western Railway and its leased lines.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	23,000	\$2,800,000	.....
Issued for actual cash and now outstanding....	7,266	726,600	\$726,000

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM H. HOLLISTER.....	President	120 Broadway, New York city.
GEORGE A. TORREY.....	Vice-President	17 State street, Boston, Mass.
AARON T. SMITH.....	Secretary and Treasurer....	120 Broadway, New York city.

Directors of the Company.

Name.	Residence.
JOHN QUINCY ADAMS.....	Quincy, Mass.
ROBERT CODMAN	Boston, Mass.
CHARLES T. CROCKER.....	Fitchburg, Mass.
WILLIAM H. HOLLISTER.....	New York, N. Y.
A. C. HOUGHTON	North Adams, Mass.
HENRY C. LAWRENCE	New York, N. Y.
RUDOLPH KEPPLER	New York, N. Y.
DAVID P. KIMBALL.....	Boston, Mass.
HENRY S. MARCY.....	Boston, Mass.
AARON T. SMITH	Orange, N. J.
E. C. THAYER.....	Keene, N. H.
GEORGE A. TORRY	Boston, Mass.
RODNEY WALLACE	Fitchburg, Mass.

Title of company, Troy, Saratoga and Northern Railway Company.
General offices at 120 Broadway, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Wednesday in August.
For information concerning this report. address A. T. Smith, Secretary and Treasurer.

TROY UNION.

LESSOR.

Road operated by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company, and the Fitchburg Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	300	\$30,000

Income Account for Year Ending June 30, 1892.

This company has no earnings. Its expenses are paid by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company and the Fitchburg Railroad Company, who use the property in common.

EMPLOYES.

Average number of persons employed (including officials) during the year.....	
Aggregate amount of salaries and wages paid them during the year.....	\$45,094 45

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
H. WALTER WEBB.....	President	New York city.
ISAAC V. BAKER.....	Vice-President.....	Comstock's Landing, N. Y.
THEODORE VOORHEES	Secretary and Treasurer	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
H. S. MARCY.....	Boston, Mass.
JOHN ADAMS	Boston, Mass.
JOS. CRANDELL	Troy, N. Y.
ISAAC V. BAKER.....	Comstock's Landing, N. Y.
H. J. YOUNG.....	Albany, N. Y.
F. A. HARRINGTON.....	Albany, N. Y.
C. D. HAMMOND.....	Albany, N. Y.
H. WALTER WEBB.....	New York city.
W. J. VAN ARSDALE	New York city.
THEODORE VOORHEES.....	New York city.
E. V. W. ROSSITER.....	New York city.
IRA A. PLACE.....	New York city.

Title of company, Troy Union Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, October 31.

Date of stockholders' annual meeting, first Monday in November.

For information concerning this report, address Theodore Voorhees, Secretary, Grand Central Depot, New York city.

ULSTER AND DELAWARE.

(Date of charter, May 1, 1875.)

The Rondout and Oswego Railroad Company was organized under the General Railroad Law of the State of New York on the 3d day of April, 1866. By an act of the Legislature of said State, passed May 9, 1872, the said company was authorized to and did change its name to the New York, Kingston and Syracuse Railroad Company. On the 1st day of May, 1875, the property and franchises of the said two companies were sold under mortgage foreclosure to the Farmers' Loan and Trust Company of the city of New York. The Ulster and Delaware Railroad Company was organized under said General Railroad Law on or about the 11th of June, 1875, and the property and franchises so purchased as aforesaid were subsequently conveyed to it. The finances of this company were reorganized in 1889 by a vote of its stock and bondholders on the 14th of June, 1889. A consolidated mortgage was executed by the company on the 10th of June, 1889, to the Central Trust Company of New York, its trustee, to secure \$2,000,000 in consolidated first mortgage bonds, bearing five per cent interest, due June 1, 1928, upon the entire property of the Ulster and Delaware railroad, the Hobart Branch railroad and any additional railroad that might thereafter be acquired by the Ulster and Delaware Railroad Company. The funding scheme and the execution of the mortgage was authorized by more than 90 per cent of the holders of all the stock and bonds in amount, and by the owners of all the stock of the Hobart Branch Railroad Company. The mortgage provides that eight hundred and six thousand (\$806,000) dollars of the consolidated bonds shall be used to retire one million three hundred and forty-two thousand six hundred (\$1,342,600) dollars of income bonds, being the whole amount now outstanding, together with five thousand three hundred and seventy (3,370) full paid shares of the mortgage capital stock, being 60 per cent in new bonds and 40 per cent in stock to acquire the surrender of the outstanding income bonds. The owners of these bonds, except \$7,800, subscribed to the funding scheme, and nearly all at this date have exchanged their income bonds for the new consolidated 5 per cent bonds. The mortgage also provides that two hundred and forty thousand (\$240,000) dollars of these bonds be set apart and used to acquire the surrender and payment of two hundred thousand (\$200,000) dollars of the first mortgage 7 per cent bonds due 1905. The holders of these bonds have all subscribed to the funding scheme and were to make the exchange of their bonds on or before January 1, 1890. The mortgage also provides that two hundred and fifty thousand (\$250,000) dollars of these bonds be set apart, appropriated and used to pay the floating liability of this company. The mortgage also provides that fifty thousand (\$50,000) dollars of these bonds, together with eighty full shares of the mortgagor's capital stock, be used to secure the surrender and cancellation of the lease dated May 1, 1885, to the mortgagor from the Hobart Branch Railroad Company, and to acquire the capital stock, fifty thousand (\$50,000) dollars, of the last named company.

The bonds and stock have been delivered to the stockholders of the Hobart Branch Railroad Company and its capital stock and the lease cancelled and a new lease made for 999 years at the annual rent of one dollar. The mortgage also provides that fifty thousand (\$50,000) dollars of these bonds be appropriated and used to cause the surrender and satisfaction of a fifty thousand (\$50,000) dollar real estate mortgage, bearing 7 per cent interest. At this date these bonds have not been sold nor the mortgage satisfied.

The mortgage also provides that the balance, not before mentioned, of the two million (\$2,000,000) dollars in bonds authorized, amounting to \$604,000, shall be set apart and used for the purpose of extending the railroad of the mortgagor by construction, purchase or otherwise, or for new equipment or betterments of a permanent character.

Nothing at this date has been done with these bonds; they still remain in the hands of the trust company aforesaid.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	80,000	\$3,000,000
* Issued and now outstanding.....	16,946	1,694,600
Number of stockholders.....		

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First consolidated mortgage bonds..	June 1, 1888	40	p.c. 5	June 1, Dec. 1	\$2,000,000	\$1,398,000	\$238,955 84
Second mort. income bonds.....	July 1, 1875	30	7	Feb. 1, Aug 1	1,400,000	3,300	.....
Total					\$3,400,000	\$1,896,300	\$238,955 84

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading and masonry .....	.....	\$31,532 48
Bridges .....	.....	19,027 61
Superstructure (including ties) and rails.....	.....	85,444 88
Land, land damages and fences	\$2,000 00	208,094 96
Passenger and freight stations	463 60	16,191 38
Engine and car houses .....	.....	20,862 74
Shops, machinery and tools.....	.....	11,361 86
Fuel and water stations.....	.....	8,785 96
Engineering expenses	18 50	2,373 35
Interest on discount charged to construction.....	.....	61,044 16
Purchase of constructed road .....	.....	2,623,571 32
Telegraph line .....	.....	1,225,36
Total cost of road.....	\$2,482 10	\$3,029,637 68

EQUIPMENT.

Locomotives	\$106,439 80
Passenger cars	72,438 44
Mail, baggage and express cars	8,400 00
Freight and other cars	84,408 32
Total cost of equipment	\$271,686 56
Grand total cost of road and equipment	\$3,301,324 24

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Lands at Rondout, N. Y	\$2,000 00
New station.....	463 60
Services, civil engineer	18 50
Total.....	\$2,482 10

* Eleven thousand five hundred and twenty-one shares issued to bondholders of the Rondout and Oswego Railroad Company, and 5,425 to retire second mortgage income bonds.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$399,866 98
Less operating expenses (excluding taxes).....	269,671 24
Gross income from all sources.....	\$130,195 69
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$69,650 00
Taxes on property used in operation of road	16,788 05
Taxes on earnings and capital stock.....	972 18
Taxes other than above	518 64
	87,918 83
Surplus for year ending June 30, 1892.....	\$42,276 87

General Income Account.

Surplus for year ending June 30, 1892	\$42,276 87
Surplus to June 30, 1891	303,669 35
	\$345,946 22
Worthless accounts charged to income account during fiscal year.....	237 85
Total surplus June 30, 1892.....	\$345,718 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local .....	.....	\$245,847 69	\$245,847 69
Passengers, all local.....	\$184,778 18	.....	184,788 58
Mail	8,520 64	.....	8,520 64
Express	9,642 35	.....	9,642 35
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	446 56	453 44	900 00
Sundries.....	108 03	109 69	217 72
Total gross earnings	\$153,456 11	\$246,410 82	\$399,866 98

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track and roadbed.....	\$29,537 71	\$29,992 53	\$59,530 24
Steel rails laid, 835 tons, cost \$10,588.38.			
Repairs of bridges (including culverts and cattle-guards)	2,874 12	2,918 38	5,792 50
Repairs of stations, shops, docks, etc.....	6,205 27	6,300 82	12,506 09
Repairs of fences.....	1,453 17	1,475 54	2,928 71
Total	\$40,070 27	\$40,687 27	\$80,757 54

Maintenance of equipment :

Repairs of locomotives.....	\$7,154 38	\$7,264 54	\$14,418 92
Repairs of cars.....	8,786 46	9,132 33	17,918 79
Repairs of machinery and tools	699 18	709 96	1,409 14
Other expenses for maintenance of equipment.....	1,198 87	1,217 35	2,416 23
Total	\$17,838 90	\$18,324 18	\$36,163 08

Conducting transportation :

Wages of conductors and men.....	\$11,591 14	\$11,769 63	\$23,360 77
Wages of engineers and firemen.....	10,326 05	10,485 05	20,811 10
Fuel for locomotives.....	19,807 76	20,112 35	39,919 71
Oil and waste.....	1,280 82	1,300 04	2,580 86
Water supply.....	722 08	733 21	1,455 29
Other train supplies or expenses.....	661 07	671 25	1,332 32
Wages of station agents and clerks.....	5,073 44	5,151 56	10,225 00
Wages for labor at stations	4,347 13	4,414 11	8,761 24
Station supplies.....	592 11	608 34	1,200 45
Wages of watchmen, flagmen and switchmen ..	1,081 85	1,098 51	2,180 36
Other expenses for conducting transportation..	1,493 83	1,516 84	3,010 67
Total	\$56,983 88	\$57,860 89	\$114,844 27

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$7,514 64	\$7,630 36	\$15,145 00
General office expenses and supplies	604 69	614 00	1,218 69
Stationery and printing	955 13	969 84	1,924 97
Outside agencies and advertising	261 37	265 41	526 78
Legal expenses	3,567 10	3,622 04	7,189 14
Damage to cattle and property	868 43	881 81	1,750 24
Injuries to persons	292 29	296 79	589 08
Telegraph maintenance and operation	2,624 19	2,664 61	5,288 80
Mileage of cars of other companies (debit balance)	919 91	934 08	1,853 99
Other general expenses	1,200 58	1,219 08	2,419 66
Total	\$18,808 33	\$19,098 02	\$37,906 35
Grand total operating expenses	\$138,700 88	\$135,970 36	\$274,671 24

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$3,029,637 62
Cost of equipment	271,696 56

Current assets, as follows, viz.:

Cash on hand	\$42,854 52	
Due by agents	21,057 05	
Open accounts	59,819 73	
Materials and supplies	45,353 82	
		169,115 12
		\$3,470,449 30

LIABILITIES.

Capital stock	\$1,000,000 00
Funded debt	1,396,300 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$5,804 17	
Audited vouchers and pay-rolls	28,026 26	
		33,830 43
Profit and loss (surplus)		345,718 87
		\$3,470,449 30

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried	230,443
Number of passengers carried one mile	4,806,924
Number of tons of freight carried	188,659
Number of tons of freight carried one mile	5,051,234

Passenger train mileage	152,899
Freight train mileage	123,227
All other train mileage	32,015

Total train mileage	308,141
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Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	6	\$10,000	149,000	12	8	.....
Locomotives, 4 drivers	11	9,000	120,000	12	10	.....
Total	17	.....	.....	.....	18	.....
First-class passenger cars.....	17	\$4,800	39,000	15	17	17
Second-class passenger cars.....	4	3,000	37,000	15	4	4
Baggage, mail and express cars.....	7	2,700	32,000	12	7	7
Total	28	.....	.....	.....	28	28
Box freight cars.....	61	\$410	17,800	10	.....	.....
Stock freight cars	8	365	17,000	10	.....	.....
Coal freight cars	82	414	16,800	13	.....	.....
Flat freight cars.....	165	375	16,000	8	.....	.....
Caboose, 4-wheel cars	4	150	10,000	16	.....	.....
Caboose, 8-wheel cars (milk).....	11	1,410	28,000	12	11	11
Service cars.....	17	50	500	5	.....	.....
Total	293	.....	.....	.....	11	11

Passenger cars are equipped with Westinghouse air brake and Miller coupler. Freight cars with ordinary link and pin coupler and hand-brake.

Stub and split switches are both used on road, but split switches are being substituted for stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph line owned and operated by company, but leased to Western Union Telegraph Company for thirty years, miles.....	145
Cost of real estate now held by company, exclusive of that used in operation...	\$11,153 46
Length of steel rails laid during year in repairs, miles	3
Railroads crossing road at grade	1
Highway crossings at grade without protection.....	70
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade	12
Overhead obstructions less than twenty feet above track.....	5

Passenger cars are heated by Spear's car-heater, lighted by oil lamps and ventilated by ventilators in deck-roof and over doors.

American Express Company runs over this line; has no special contract.

Wagner parlor and sleeping cars run over this road during the summer months only, without compensation. No additional charge to regular passenger rates.

No freight or transportation companies run over this road.

Compensation for transportation of mails to June 30, 1898, \$8,536.03 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,016	1.59
Grain	26,074	13.32
Meats and provisions	1,678	.88
Live stock.....	1,628	.87
Lumber	24,597	13.04
Pig and bar iron and steel	556	.29
Coal and coke.....	17,350	9.19
Petroleum and other oils	1,554	.83
Manufactures.....	24,833	13.18
All other merchandise	7,054	3.74
All other agricultural products.....	23,064	12.24
All other articles not included above	57,222	30.33
Total.....	188,659	100

ULSTER AND DELAWARE.

617

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	1	2
Others, not passengers.....	2		2
Total	3	2	5

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 300
 Aggregate amount of salaries and wages paid them during the year..... \$160,104 24

Officers of the Company.

Name.	Title	Official Address.
EDWIN YOUNG.....	President	Rondout, N. Y.
ROBERT C. PRUYN.....	Vice-President.....	Albany, N. Y.
THOMAS C. HOORNBEER.....	Treasurer.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Secretary.....	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent.....	Rondout, N. Y.
N. A. SIMS.....	General Freight and Pass. Agt..	Rondout, N. Y.
R. B. JONES.....	Auditor.....	Rondout, N. Y.

Directors of the Company.

Name.	Residence.
EDWIN YOUNG	Albany, N. Y.
HORACE G. YOUNG.....	Albany, N. Y.
ROBERT C. PRUYN	Albany, N. Y.
ALFRED VAN SANTVOORD	New York city.
J. D. LAYNG.....	New York city.
CHARLES C. CLARKE.....	New York city.
WILLIAM A. READE.....	New York city.
JOSEPH CORNELL.....	New York city.
SAMUEL G. DIMMICK.....	Kingston, N. Y.
ALVAH B. STAPLES.....	Kingston, N. Y.
THOMAS C. HOORNBEER.....	Kingston, N. Y.
HENRY C. SOOP.....	Kingston, N. Y.
DAVIS WINNIE	P. O. address "The Corner," N. Y.

Title of company. Ulster and Delaware Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year June 30

Date of stockholders' annual meeting first Tuesday after first Monday in December.

For information concerning this report, address J. H. Jones, General Superintendent.

UNION.

LESSOR

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 30, 1851.)

The Union Railroad Company was organized under and in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad companies and to regulate the same," passed April 2, 1850. The articles of association were filed and recorded in the office of Secretary of State of New York, at the city of Albany, January 30, 1851.

The Union railroad was constructed to form a connection between the northerly terminus of the Paterson and Ramapo railroad, in the boundary line between the States of New Jersey and New York, and the New York and Erie railroad at Suffern's Station, in the town of Ramapo, county of Rockland and State of New York. The Union railroad was leased by the Union Railroad Company September 10, 1854, to the New York and Erie Railroad Company, and has ever since been operated and wholly maintained by the latter company and its successors (now the New York, Lake Erie and Western Railroad Company), under said lease and as a part of its main line. The lease does not provide that expenditures made by the lessee for additions and betterments are to be refunded to such lessee. The cost of construction of the Union railroad, including lands, right of way, superstructure, one single iron track and all expenses, was \$50,000, which was furnished and advanced by the Paterson and Ramapo Railroad Company, to which company the Union Railroad Company transferred the said lease, and the rents are paid to the Paterson and Ramapo Railroad Company.

The Union Railroad Company has no receipts and makes no disbursements, and the Union railroad being operated and maintained by the New York, Lake Erie and Western Railroad Company under said lease and as a part of its main line, this company has no knowledge and can make no report of the maintenance or operation thereof, nor of any matters not stated in this report.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$50,000	\$50,000

Cost of Road.

Total cost of road up to June 30, 1892	\$50,000
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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	50,000
LIABILITIES.	
Capital stock	50,000

Officers of the Company.

Name.	Title.	Official Address.
JACOB S. ROGERS.....	President.....	44 Exchange place, N. Y. city.
JOHN HOPPER.....	Secretary and Treasurer....	Paterson, N. J.

Directors of the Company.

Name.	Residence.
JACOB S. ROGERS.....	New York city.
COLUMBUS B. ROGERS.....	New York city.
HENRY C. STIMSON.....	New York city.
FREDERICK J. STIMSON.....	New York city.
LEWIS A. STIMSON.....	New York city.
W. BAYARD BROWN.....	New York city.
R. FULTON CUTTING.....	New York city.
W. BAYARD CUTTING.....	New York city.
WILLIAM PENNINGTON.....	New Jersey.
ROBERT S. HUGHES.....	New Jersey.
HENRY V. BUTLER.....	New Jersey.
JOHN HOPPER.....	New Jersey.
JOHN HAYDON.....	New Jersey.

Title of company, The Union Railroad Company.

General offices at 44 Exchange place, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, June 30.

For information concerning this report, address John Hopper, Secretary U. R. Co., Paterson, N. J.

UNION TERMINAL.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, June 12, 1884.)

This road is operated by the Western New York and Pennsylvania Railroad Company, and this company respectfully refers to the report of that company in whose statements the operations of this road are included.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	10,000	\$1,000,000 00	
Issued for property and now outstanding	2,025	202,500 00	\$22,500 00

UNION TERMINAL.

619

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized	Amount outstanding and cash realized on same.
			Rate.	When payable.		
First mortgage bonds.....	June 12, 1884	30	p.c. 6	Jan. and July	\$2,000,000	\$1,000,000

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL G. DE COURSEY.....	President.....	243 South Third st., Philadelphia, Pa.
NICHOLAS THOURON.....	Vice-President	242 South Third st., Philadelphia, Pa.
FRANKLIN S. BUELL.....	Secretary and Treasurer	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	84 Exchange st., Buffalo, N. Y.
ROBERT BELL.....	Gen'l Superintendent ...	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DE COURSEY.....	Philadelphia, Pa.
NICHOLAS THOURON.....	Philadelphia, Pa.
F. S. BUELL	Buffalo, N. Y.
FRANK RUMSEY.....	Buffalo, N. Y.
JOHN F. REYNOLDS	Buffalo, N. Y.
R. BELL	Buffalo, N. Y.
E. T. JOHNSON	Buffalo, N. Y.
J. A. FELLOWS.....	Buffalo, N. Y.
R. D. MCCREARY	Buffalo, N. Y.
E. G. T. ADAMS	Buffalo, N. Y.
J. H. POOLE	Buffalo, N. Y.
M. K. LEWIS	Buffalo, N. Y.
R. L. MANNING.....	Buffalo, N. Y.

Title of company. Union Terminal Railroad Company.

General offices at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John F. Reynolds, Auditor.

UNITED STATES AND CANADA.

OPERATED BY GRAND TRUNK.

(Date of charter, May 17, 1883.)

Company formed by the consolidation of the United States and Canada Railroad Company, incorporated under the Laws of the State of New York, May 26, 1883, and the Massena Springs and Fort Covington Railroad Company incorporated under the Laws of the State of New York, September 12, 1884.

The line is operated by the Grand Trunk Railway Company under an agreement dated September 27, 1883.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	9,000	\$220,000
Issued on account of construction and now outstanding.....	8,357	206,925

Number of stockholders 109

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	Jan. 1, 1889	21	p c	Jan. and July	\$350,000	\$325,000	\$325,000
Second mort. bds...	Mar. 19, 1891	19	5	.....	208,470	208,470	208,470
Total .....	.....	.....	.....	.....	\$558,470	\$433,470	\$433,470

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Land and land damages .....	.....	\$90,347 48
Fences, passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations, engineering expenses, interest and discount charged to construction, road built by contract, purchase of constructed road, telegraph line, wharfing.....	\$2,304 19	556,778 90
Total cost of road.....	\$2,304 19	\$647,126 38

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$8,399 31
Less operating expenses (excluding all taxes).....	11,253 12
Net loss from operation.....	\$2,853 81
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,250 00
Interest on unfunded debt	729 01
Taxes on property used in operation of road.....	2,094 28
Taxes on earnings and capital stock.....	318 38
	14,326 77
Deficit for year ending June 30, 1892 (paid by lessee).....	\$17,190 59

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$2,842 48		
Freight, local.....	2,668 09		
		\$5,008 57	\$5,008 57
Passengers, through	\$1,859 14		
Passengers, local.....	1,357 58		
	\$2,716 72		2,716 72
Express	500 00		500 00
Miscellaneous	164 08		164 08
Total gross earnings	\$3,380 74	\$5,008 57	\$8,389 31

* Nominal.

Analysis of Gross Earnings and Operating Expenses—(Continued).
OPERATING EXPENSES.

	Passenger	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$45 24	\$112 11	\$157 35
Repairs of roadbed.....	985 43	2,442 15	3,427 58
Repairs of bridges (including culverts and cattle guards).....	120 96	292 76	413 72
Repairs of stations, shops, docks, etc.....	5 75	14 25	20 00
Other expenses for maintenance of way and structures.....	62 73	205 08	267 81
Total.....	\$1,240 11	\$3,073 34	\$4,313 45
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$172 90	\$489 28	\$662 18
Repairs of cars.....	163 12	455 81	618 93
Repairs of machinery and tools.....	5 00	12 48	17 48
Total.....	\$341 02	\$957 57	\$1,298 59
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$467 96	\$1,065 37	\$1,533 33
Wages of engineers and firemen.....	317 14	589 38	906 52
Fuel for locomotives.....	396 64	966 20	1,362 84
Oil and waste.....	5 13	12 75	17 88
Water supply.....	14 10	35 08	49 18
Other train supplies or expenses.....	52 17	129 29	181 46
Wages of station agents and clerks.....	860 59	893 48	1,754 07
Station supplies.....	96 68	239 49	336 17
Other expenses for conducting transportation.....	17 10	42 40	59 50
Total.....	\$1,597 41	\$3,963 52	\$5,561 93
<i>General expenses:</i>			
Telegraph maintenance and operation.....	\$34 50	\$85 50	\$120 00
Grand total operating expenses.....	\$3,273 04	\$8,020 08	\$11,293 12

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$547,126 28
<i>Current assets, as follows, viz.:</i>		
Open accounts.....		2,057 15
		<u>\$549,183 43</u>
LIABILITIES.		
Capital stock.....		\$306,925 00
Funded debt.....		438,470 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....		7,418 43
		<u>\$549,813 43</u>

Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried.....	5,068	3,679	8,747
Number of passengers carried one mile.....	53,261	66,299	119,560
Number of tons of freight carried.....	28,736	2,945	31,681
Number of tons of freight carried one mile.....	514,525	26,122	540,647
Passenger train mileage.....			1,422
Freight train mileage.....			1,940
All other train mileage.....			12,606
Total train mileage.....			<u>15,968</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics — (Continued).

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail express and miscellaneous earnings) ...	\$3,890 74	\$3,233 04	\$147 70
Average per passenger carried.	2788	.....	.....
Average per passenger per mile.	0229	.....	.....
Average per passenger train per mile.	73	.....	.....
Freight earnings and expenses (including miscellaneous earnings)	5,008 37	8,090 08	Loss.
Average per ton of freight carried.	1876	.....	\$3,011 51
Average per ton of freight per mile.	0091	.....	.....
Average per freight train per mile.	44	.....	.....

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.	Cents. 2.55	Cents. 2.08	Cents. 2.29
Average rate received per mile per ton for carrying freight, all classes. ....	.45	7.09	.91

Description of Road and Equipment.

TRACK	Miles owned, all in N. Y. State.
Main line laid from International boundary to Massena Springs, single track.	23.18
Sidings and turnouts on main line. ....	.89
Total of tracks, sidings and turnouts.	23.07
Laid with steel rail, main line.	23.07

Weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.	4	Feet. 417
Wooden trestles.	9	781
Total.	13	1,198

Passenger cars run by the Grand Trunk Railway Company over the road are equipped with Westinghouse air brake and Miller draw bar. Freight cars with ordinary class brake, Safford draw bar.

Ordinary switches used on road.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Highway crossings at grade without protection.	21

Passenger cars run over road are heated by Martin and consolidated system; lighted with mineral seal oil, 300 degrees fire test, and ventilated by ratchet and drop sash, elevated roof and drop sash in end.

Express conducted by lessees.

The United States government pays for transportation of mails \$500 per annum, and provides messenger service at Bombay and Helena.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	390	1.46
Grain	561	2.10
Meats and provisions	5,462	20.46
Live stock	639	2.40
Lumber	762	2.98
Coal and coke	11,062	41.43
Petroleum and other oils	152	.56
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	572	2.14
All other manufactures	850	1.81
All other merchandise	690	2.32
All other agricultural products	1,215	4.55
All other articles not included above	4,896	18.34
Total	26,701	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	1	2
Others, not passengers	1	.....	1
Total	2	1	3

EMPLOYES.

Average number of persons employed (including officials) during the year..... 20
 Aggregate amount of salaries and wages paid them during the year \$7,492 28

Officers of the Company.

Name.	Title.	Official Address.
S. W. FOSTER.....	President	Fort Covington, N. Y.
J. Y. CAMERON	Secretary	Fort Covington, N. Y.
R. WRIGHT.....	Treasurer	Montreal, Canada.
E. P. HANNAFORD.....	Chief Engineer.....	Montreal, Canada.

Directors of the Company.

Name.	Residence.
S. W. FOSTER.....	Fort Covington, N. Y.
WM. GILLIS	Fort Covington, N. Y.
D. E. DINNEEN.....	Fort Covington, N. Y.
WM. WAINWRIGHT	Montreal, Canada.
FRANCIS SHIELDS	Bombay, N. Y.
RUFUS T. ELDRID	Bombay, N. Y.
A. M. MEARS.....	Helena, N. Y.
W. R. STEARNS	Massena, N. Y.
J. O. BRYDGES	Massena, N. Y.
H. H. PADDOCK	Massena, N. Y.
W. H. CLARK	Massena, N. Y.
O. McFADDEN.....	Massena, N. Y.
J. L. HYDE.....	Massena, N. Y.

Title of company, United States and Canada Railroad Company.

General offices at Montreal, Canada.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Wednesday in May.

For information concerning this report, address Robert Wright, Treasurer.

UTICA AND BLACK RIVER.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, January 29, 1866.)

The Utica and Black River Railroad Company was originally organized under the General Railroad Law and acts amendatory thereof, May 9, 1861; the road was completed and in operation from Utica to Philadelphia, N. Y., its northern terminus, in February, 1873.

In August, 1888, this company was consolidated with the Black River and Morristown Railroad Company, and on the 29th of January, 1889, articles of agreement were entered into by and between the Utica and Black River, the Ogdensburg and Morristown and the Clayton and Theresa Railroad Companies, whereby the three companies named should be consolidated or merged into one new company, under the corporate name of the Utica and Black River Railroad Company. These articles were duly ratified and confirmed by the stockholders of the respective companies at special meetings thereof called for the purpose of taking the same into consideration, as provided in chapter 917, Laws of 1889.

This road and equipment was leased to and operated by the Rome, Watertown and Ogdensburg Railroad Company, by virtue and in pursuance of an agreement entered into and executed April 14, 1886; which agreement includes the operation of the entire road of the Utica and Black River Railroad Company, and also the Carthage, Watertown and Sackett's Harbor Railroad, Sublet and transferred to New York Central and Hudson River Railroad Company March 14, 1891.

The last-named company assuming all the agreements and obligations of the former.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	30,000	\$3,000,000	.....
Issued for actual cash	15,082	\$1,503,300	\$1,515,300 00
Issued on account of construction.....	7,198	719,800	617,825 32
Total now outstanding	22,280	\$2,223,100	\$2,133,125 32

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term years.	INTEREST		Amount authorized.	Amount outstanding.	Cash realized on am't outstanding.
			Date	When payable			
*First mort. gold bds. Black River and Morristown first mort. bonds.....	May 1, 1860	32	P	Jan & July	\$2,000,000	\$1,300,000	.....
Clayton and Theresa first mort bonds	Jan. 1, 1874	20	"	Jan & July	500,000	500,000	\$461,401 5
.....	July 1, 1873	25	"	Jan & July	200,000	200,000	207,127 7
Total.....	\$2,700,000	\$2,000,000

* Exchanged for matured bonds.

UTICA AND BLACK RIVER.

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Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast	\$1,342,164 47
Bridges	155,166 47
Superstructure (including ties)	291,964 46
Rails	855,865 23
Land and land damages	817,855 78
Fences	111,587 13
Passenger and freight stations	114,830 09
Engine and car houses	34,363 53
Shops, machinery and tools	44,201 07
Fuel and water stations	3,934 64
Engineering expenses	187,966 79
Purchase of constructed road	814,000 00
Telegraph line	15,750 00
Wharfing	4,500 00
Total cost of road	<u>\$3,742,650 25</u>

Equipment.	
Locomotives	\$246,761 39
Passenger cars	104,000 00
Mail, baggage and express cars	22,174 01
Freight and other cars	252,686 75
Total cost of road and equipment	<u>\$625,572 15</u>
Grand total cost of road and equipment	<u>\$4,368,222 40</u>

Income Account for Year Ending June 30, 1892.

Received from lessee for expenses	\$4,500 00
<i>Deductions from income, as follows, viz. :</i>	
Current expenses	<u>3,541 25</u>
Surplus for year ending June 30, 1892	<u>\$958 75</u>

General Income Account.

Surplus for year ending June 30, 1892	\$958 75
Surplus up to June 30, 1891	<u>196,062 65</u>
Total surplus June 30, 1892	<u>\$197,021 40</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$3,742,650 25
Cost of equipment	<u>625,572 15</u>
<i>Other permanent investments, as follows, viz. :</i>	
Bonds on hand	<u>750,000 00</u>
<i>Current assets, as follows, viz. :</i>	
Cash on hand	\$779 56
Open accounts	<u>1,019 44</u>
	<u>1,799 00</u>
	<u>\$5,120,021 40</u>
LIABILITIES.	
Capital stock	\$2,225,000 00
Fixed debt	<u>2,700,000 00</u>
Profit and loss (surplus)	<u>197,021 40</u>
	<u>\$5,120,021 40</u>

Officers of the Company.

Name.	Title.	Official Address.
JOHN THORN	President	Utica, N. Y.
JOHN F. MAYNARD	Vice President	Utica, N. Y.
CHARLES PARSONS, Jr.	Second Vice-President	New York city.
EDWIN PARSONS, 3d.	Treasurer and Secretary	New York city.

Directors of the Company.		
Name.		Residence.
JOHN THORN.....		Utica, N. Y.
JOHN F. MAYNARD.....		Utica, N. Y.
WILLIAM M. WHITE		Utica, N. Y.
CHARLES PARSONS.....		New York city.
CHARLES PARSONS, Jr		New York city.
EDWIN PARSONS		New York city.
GEORGE PARSONS.....		New York city.
CLARENCE S. DAY		New York city.
WILLIAM LUMMIS.....		New York city.
WALTER FERGUSON.....		New York city.
CHAUNCEY M. DEPEW.....		New York city.
H. WALTER WEBB.....		New York city.
One vacancy.		

Title of company, The Utica and Black River Railroad Company.
General offices at Utica, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address John Thorn, President.

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

LESSOR.
LESSEE — DELAWARE, LACKAWANNA AND WESTERN.
(Date of charter, January 11, 1866.)

Organized under General Railroad Law.
Opened twelve miles in 1867; thirty-one miles in 1868; thirteen miles in 1869; eleven miles in 1870; one mile in 1871; thirty miles in 1872.
Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated April 9, 1870, and continuing during charter; consideration being six per cent on the stock, payable semi-annually.
Operations are included in lessee's report.

Capital Stock.

	COMMON	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	40,000	\$4,000,000
Number of stockholders.....		994

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1899
Grading, masonry, and ballast.....		\$1,228,444 26
Bridges.....		204,790 76
Superstructure (including ties) and rails .		1,440,688 97
Land, land damages and fences.....		549,888 00
Passenger and freight stations.....		114,684 70
Engine and car houses.....		63,688 32
Shops, machinery and tools.....		26,476 51
Engineering expenses.....		371,475 77
* Interest and discount charged to construction.....		4,287 00
Total cost of road.....		\$3,994,004 18
EQUIPMENT.		
Locomotives		\$122,914 00
Passenger cars, mail, baggage and express cars, freight and other cars		955,514 00
Total cost of equipment.....		\$228,428 00
Grand total cost of road and equipment.....		\$4,222,432 18

* Credit.

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

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Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rentals paid by lessee directly to stockholders, twelve months' interest on stock, \$340,000 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$3,994,008 18
Cost of equipment	228,478 64
	<hr/> \$4,222,478 84

LIABILITIES.	
Capital stock	\$4,000,000 00

Current liabilities, as follows, viz.:

Due notes for advances.....	222,478 84
	<hr/> \$4,222,478 84

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	President.....	New York city.
EDWARD R. HOLDEN.....	Vice-President	New York city.
FRED F. CHAMBERS	Secretary	New York city.
FREDERICK H. GIBBENS ..	Treasurer	New York city.
WILLIAM F. HALLSTAD.....	General Manager.....	Scranton, Pa.
A. C. BALISBURY	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
FRED R. PYNE	New York city.
E. R. HOLDEN.....	New York city.
D. B. GOODWIN.....	Waterville, N. Y.
M. C. COMSTOCK	Utica, N. Y.
DANIEL CONGER.....	Waterville, N. Y.
FREDERICK H. GIBBENS.....	New York city.
SOLOMON GRIFFITH.....	Roseville, N. J.
FRED. F. CHAMBERS.....	Somerville, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS	East Orange, N. J.

Title of company, Utica, Chenango and Susquehanna Valley Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 25 Exchange place, New York city.

UTICA, CLINTON AND BINGHAMTON.

LESSOR.

LESSOR—DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY NEW YORK, ONTARIO AND WESTERN.

(Date of charter, March 26, 1868.)

The Utica City Railroad Company was organized August 12, 1862. Permission granted to lay the rails in the streets of the city October 29, 1862, and horse cars were run to New Hartford December 5, 1863, and to Whitesboro June 3, 1866. The corporate name of the company was changed to Utica and Waterville Railroad Company April 12, 1864, and (owing to a change of route) again changed July 5, 1867, to the Utica, Clinton and Binghamton Railroad Company, which changes were authorized by legislative action at or near the dates mentioned. The steam road of this company, from Utica to Smith's Valley, was leased in December, 1871, to the New York and Oswego Midland Railway Company, which lease (after the failure of the said New York, Midland and Oswego Railway Company), to wit, November 4, 1875, was assumed by the Delaware and Hudson Canal Company, who were guarantors of the original lease; and the road is now operated by the New York, Ontario and Western Railroad Company. On the first day of December, 1886, the street surface roads owned by this company were leased to the Utica Belt Line Street Railroad Company, including all the appurtenances and fixtures, and that department (horse cars) is now operated and controlled by that company. **NOTE.**—For report of operations of horse car department, see report of Utica Belt Line Street Railroad Company in subsequent part of this volume of the Report of the Railroad Commissioners.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	10,000	\$1,000,000
*Issued on account of construction and now outstanding		649,375
Number of stockholders		27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date	INTEREST			Amount authorized.	Amount outstand- ing	Cash realized on amount outstand- ing.
		Term, years	Rate	When payable.			
			P C				
Utica, Clinton and Binghamton R. R. Co., first mort.....	July 1, 1880	50	5	+	\$800,000	\$800,000	\$800,000

Cost of Road.

	Total cost up to June 30, 1892.
† Total cost up to June 30, 1890	\$1,620,255 00
Bridge overcrossing New York Central tracks	51,361 40
Total cost of road	\$1,671,616 40

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Interest	\$20 35
Conscience money	30 00
Rent of land	15 00
Rent of surface road	15,000 00
Rent of steam road	61,500 00
Gross income from all sources	\$76,614 35

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$40,000 00
Taxes on earnings and capital stock	827 97
Law expenses	200 00
Salaries	750 00
Paid Co.'s notes	2,800 00
Contingent expenses	20 00
Five per cent to city of Utica	10,000 00
Interest on note	37 40
	54,635 37
Net income from all sources	\$21,978 98

Payments from net income, as follows, viz.:

Dividends declared, 3½ per cent on \$649,000 common stock	\$2,716
Deficit for year ending June 30, 1892	\$734

* Two hundred thousand dollars of this was issued to the city of Utica, guaranteed 5 per cent for municipal aid.

† Not reported.

‡ This includes both surface street and steam roads. No separate account was ever during construction.

UTICA, CLINTON AND BINGHAMTON.

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General Income Account

Deficit for year ending June 30, 1892	\$755 01
Surplus up to June 30, 1891.....	53,473 51
* Total surplus June 30, 1892.....	<u>\$54,209 50</u>

DETAILED STATEMENT OF RENTALS.

Steam road is leased to Delaware and Hudson Canal Company, perpetual..	\$61,500 00
Payable June 29 and December 29 each year.	
Street surface roads leased to Utica Belt Line Street Railroad Company for.....	15,000 00
Payable January 1 and July 1, in advance.	<u> </u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$1,539,285 00
Cost of equipment.....	51,891 40

Current assets, as follows, viz.:

Cash on hand.....	\$12,928 12
Due by agents (coupons)	20,000 00
Open accounts (due city of Utica)	5,000 00
	<u>37,928 12</u>
	<u>\$1,728,494 52</u>

LIABILITIES.

Capital stock.....	\$849,285 00
Funded debt.....	800,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$20,000 00
Sundry a, city of Utica, five per cent.....	5,000 00
	<u>25,000 00</u>
Profit and loss (surplus).....	54,209 50
	<u>\$1,728,494 52</u>

Officers of the Company.

Name.	Title.	Official Address.
JAMES I. SCOLLARD..	President..	Clinton, N. Y.
GEORGE B. PHELPS.....	Vice-President.....	Deceased.
ROBERT S. WILLIAMS..	Secretary and Treasurer.....	Utica, N. Y.

Directors of the Company.

Name.	Residence
JAMES I. SCOLLARD.....	Clinton, N. Y.
EUGENE B. WOOLWORTH.....	Clinton, N. Y.
ELLIOTT S. WILLIAMS.....	Clinton, N. Y.
ALBERT N. SHELDON.....	Hamilton, N. Y.
FRANK D. BEBEL.....	Hamilton, N. Y.
JOHN W. LIPPITT	Solvay, N. Y.
ALLEN W. REYNOLDS.....	Oriskany Falls, N. Y.
ALLEN CARTER	Madison, N. Y.
JOHN THORN	Utica, N. Y.
WM. M. STORRS.....	Utica, N. Y.
GEO. W. ADAMS	Utica, N. Y.
ROBERT S. WILLIAMS.....	Utica, N. Y.
GEORGE A. PHELPS (deceased).	

- * tle of company, Utica, Clinton and Binghamton Railroad Company.
- l eneral offices at Utica, N. Y.
- l ate of close of fiscal year, December 31
- l ate of stockholders' annual meeting, third Wednesday in January.
- l or information concerning this report, address R. S. Williams, Secretary, No. 157 Genesee st, Utica, N. Y.

* Wrong, but so reported; see, also, Balance Sheet below.—R. R. Commissioners.

VALLEY.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, March 4, 1869.)

Organized under General Railroad Law.
 Opened in 1870.
 Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated April 15, 1869.
 Continuing during charter, consideration being five per cent on the stock, payable semi-annually and interest on the bonds.
 Advances made by lessee for construction purposes are repaid in stock or bonds.
 Operations are included in lessee's report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON	
	Number of shares.	Total Par value.
Authorized by law or charter.....	7,500	\$750,000
Issued for actual cash	590	\$59,000
Issued on account of construction.....	6,910	691,000
Total now outstanding	7,500	\$750,000

Number of stockholders..... 74

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage.....	Aug. 1, 1881	30	p.c. 5	Feb. & Aug.	\$500,000	\$400,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$537,222 06
Bridges.....		146,697 72
Superstructure (including ties and rails).....		282,972 19
Land, land damages and fences.....		23,964 36
Passenger and freight stations.....		5,652 85
Engineering expenses.....		23,872 34
Telegraph line.....		236 72
Total cost of road		\$1,100,600 46
EQUIPMENT.		
Freight and other cars		\$0.00 0
Grand total cost of road and equipment		\$1,100,600 46

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental paid by lessee directly to stock and bondholders :	
Twelve months' interest on stock	\$37,500 00
Twelve months' interest on bonds	20,000 00
	\$57,500 00

* Issued and delivered to lessee at par for advances made.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,100,000 45
Cost of equipment	60 000 00
	<u>\$1,160,000 45</u>
LIABILITIES.	
Capital stock	\$750,000 00
Funded debt	400,000 00
Due leases for advances	10 000 45
	<u>\$1,160,000 45</u>

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN.....	President.....	New York city.
FRED F. CHAMBERS.....	Secretary.....	New York city.
ARTHUR D. CHAMBERS.....	Treasurer.....	New York city.
WILLIAM F. HALLISTEAD.....	General Manager.....	Scranton, Pa.
GARRETT BOGART.....	Superintendent.....	Scranton, Pa.

Directors of the Company.

Name.	Residence
SAMUEL SLOAN.....	New York city.
PERCY R. PYNE.....	New York city.
FRED F. CHAMBERS.....	Somerville, N. J.
BENJAMIN G. CLARKE.....	New York city.
FREDERICK H. GIBBENS.....	New York city.
EDWIN R. HOLDEN.....	New York city.
BENJAMIN A. HEGEMAN.....	Plainfield, N. J.
M. TAYLOR PYNE.....	New York city.
ARTHUR D. CHAMBERS.....	Orange, N. J.
LOUIS P. CHILD.....	New York city.
WILLIAM S. SLOAN.....	New York city.
SAMUEL SLOAN, JR.....	New York city.

Title of company, Valley Railroad Company.
 General offices at Binghamton, N. Y.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, no stated time.
 For information concerning this report, address Fred F. Chambers, Secretary and Auditor,
 25 Exchange place, New York city.

WALKILL VALLEY.

(Date of charter, July 2, 1877.)

Organized 1856 as the Walkill Valley Railway Company; foreclosed and reorganized as the Walkill Valley Railroad Company July 2, 1877, under chapter 430 of the Laws of 1874 of the State of New York, as amended by chapter 446 of the Laws of 1878.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,300	\$330,000	\$330,000

Number of stockholders.....

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Aug. 1, 1877	40	p.c. 7	Jan. and July	\$250,000	\$250,000	\$250,000
Second mort. bds...	Aug 1, 1877	40	7	Jan. and July	330,000	330,000	.....
Total .....	.....	.....	.....	.....	\$580,000	\$580,000	\$250,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	.....	\$36,500 59
Bridges.....	.....	40,433 30
Rails .....	.....	85,651 80
Land	\$663 50	.....
Land damages .....	.....	12,603 70
Engine and car houses.....	.....	4,439 98
Engineering expenses.....	.....	14,916 18
Purchase of constructed road..	.....	649,718 08
Total cost of road.....	\$663 50	\$804,348 53
EQUIPMENT.		
Locomotives .....	.....	\$26,004 38
Passenger cars, mail, baggage and express cars.....	.....	16,223 15
Freight and other cars.....	.....	10,298 72
Total cost of equipment .....	.....	\$51,526 25
Grand total cost of road and equipment.....	\$663 50	\$855,874 78

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land, land damages and fences ;
Land at Kingston including registry \$663 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....		\$152,795 59
Less operating expenses (excluding all taxes)		68,108 04
Net earnings from operation.....		\$84,687 55
Income from other sources, as follows, viz.:		
Telegraph	\$788 46	
Rents	38 00	
		826 46
Gross income from all sources.....		\$85,514 01
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	\$17,500 00	
Taxes on property used in operation of road.....	4,223 93	
Taxes on earnings and capital stock	493 36	
		22,217 29
Net income from all sources		\$63,296 72
Add rebate on New York State tax on gross earnings.....		348
Surplus for year ending June 30, 1892		\$63,644 72

General Income Account.

Surplus for year ending June 30, 1892.....	\$63,644 72
Deficit up to June 30, 1891.....	41,838
Total surplus June 30, 1892	\$21,806 72

WALLKILL VALLEY.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$55,881 87		
Freight, local.....	43,890 40		
		\$99,772 27	\$99,772 27
Passengers, through	\$1,012 56		
Passengers, local.....	46,512 04		
	\$47,514 59		47,514 59
Mail	2,857 20		2,857 20
Express	3,077 21		3,077 21
Miscellaneous, as follows, viz.:			
Excess baggage.....	174 22		174 22
Total gross earnings ..	\$51,023 22	\$99,772 27	\$152,795 50

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$6,254 52	\$7,105 73	\$13,360 25
Repairs of roadbed.....	963 57	1,056 58	2,020 15
Repairs of bridges (including culverts and cattle-guards).....	1,535 91	1,730 70	3,266 61
Repairs of stations, shops, docks, etc.....	857 80	720 50	1,578 30
Repairs of fences.....	150 23	169 52	319 75
Other expenses for maintenance of way and structures.....	437 97	493 66	931 63
Total	\$10,230 00	\$11,367 31	\$21,597 31

Maintenance of equipment:

Repairs of locomotives	\$3,633 15	\$1,476 48	\$5,109 63
Repairs of cars	1,223 64	2,608 70	3,832 34
Repairs of machinery and tools	11 19	12 61	23 80
Other expenses for maintenance of equipment.....	864 12	974 44	1,838 56
Total	\$5,732 10	\$5,172 23	\$10,904 33

Conducting transportation:

Wages of conductors and men	\$4,444 24	\$2,911 11	\$7,355 35
Wages of engineers and firemen.....	5,047 06	3,214 84	8,261 90
Fuel for locomotives.....	6,854 74	6,660 01	13,514 75
Oil and waste.....	260 68	294 17	554 85
Water supply.....	237 08	323 68	560 76
Other train supplies or expenses.....	172 72	140 70	313 42
Wages of station agents and clerks.....	2,350 25	2,889 49	5,239 74
Wages for labor at stations	906 48	1,196 77	2,103 25
Station supplies	511 00	52 70	563 70
Wages of watchmen, flagmen and switchmen.....	61 56	78 48	140 04
Other expenses for conducting transportation.....	1,904 89	2,608 19	4,513 08
Total	\$22,716 52	\$20,571 94	\$43,288 46

General expenses:

Salaries of general officers and clerks	\$1,565 10	\$1,764 90	\$3,330 00
General office expenses and supplies.....	4 38	4 93	9 31
Stationery and printing	612 74	406 86	1,019 60
Outside agencies and advertising.....	87 52	58 73	146 25
Travel expenses	230 04	269 56	500 60
Losses and damage of freight and baggage.....		105 91	105 91
Injuries to persons		2 00	2 00
Telegraph maintenance and operation.....	579 66	736 89	1,316 55
Lease of cars of other companies (debit balance)	2,233 06	4,392 58	6,625 64
Other general expenses	194 58	219 41	413 99
Total ..	\$5,466 07	\$7,861 77	\$13,327 84
and total operating expenses.....	\$48,239 79	\$44,863 25	\$93,103 04

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$604,945 53
Cost of equipment.....		51,504 20
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$13,532 96	
Due by agents.....	8,285 19	
Open accounts.....	6,822 35	
Material and supplies.....	8,206 27	
		31,976 71
		<u>\$677,819 50</u>
LIABILITIES.		
Capital stock.....		\$330,000 00
Funded debt.....		380,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$35,000 00	
Audited vouchers and pay-rolls.....	5,515 21	
Open accounts.....	26,290 72	
		66,806 93
Profit and loss (surplus).....		1,015 50
		<u>\$677,819 50</u>

Traffic and Mileage Statistics.

Item.	Through.	Local.	Total.
Number of passengers carried.....	1,978	162,910	164,888
Number of passengers carried one mile.....	36,370	1,562,872	1,599,242
Number of tons of freight carried.....	84,705	74,572	159,277
Number of tons of freight carried one mile.....	2,205,409	1,018,695	3,224,104
Passenger train mileage.....			44,744
Freight train mileage.....			22,520
All other train mileage.....			66,694
Total train mileage.....			<u>137,976</u>

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$53,093 32	\$43,239 79	\$9,753 53
Average per passenger carried.....	26	26	00
Average per passenger per mile.....	083	027	006
Average per passenger train per mile.....	1 19	97	22
Freight earnings and expenses (including miscellaneous earnings).....	29,772 27	44,063 25	54,806 02
Average per ton of freight carried.....	63	26	36
Average per ton of freight per mile.....	081	014	017
Average per freight train per mile.....	4 427	1 991	2 436

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.737	Cents. 2 976	Cents. 2 5
Average rate received per mile per ton for carrying freight, all classes.....	2.53	4 31	3.4

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Kingston to Albany, single track.....	85.95
Main line laid, single track.....	32.88
Sidings and turnouts on main line.....	4.45
Grand total of tracks, sidings and turnouts.....	37.84

Laid with steel rail, main line 32.88

Average life of rails—steel, 16 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 87 lbs.; minimum, 86 lbs.; iron, maximum, 56 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	19	Feet. 1,863
Wooden bridges.....	23	508
Wooden trestles	14	614
Total.....	56	2,973

EQUIPMENT	Number owned	Average cost of each	Maximum weight of each in lbs	No equipped with patent brake	No equipped with patent coupler
Locomotives, 4 drivers	3	\$8,000	146,000	3	...
First-class passenger cars	2	.....	.....	2	2
Baggage, mail and express cars	3	.....	.....	3	3
Total	5	.....	.....	5	5
Box freight cars	12	.....	.....	.....	.....
Flat freight cars	2	.....	.....	.....	.....
Total.....	14	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse automatic air brake and Miller hook coupler; freight cars with hand brake and link and pin coupler.

Stub, Wharton and split switches are in use on road. All renewals on main line are made with either the Wharton or split switch.

Miscellaneous Statistics.

ITEM.	ENTIRE LINE IN N. Y. STATE.
Telegraph owned and operated by company, miles.....	27.4
Highway crossings at grade without protection	45
Highway crossing at grade protected by gates or flagman	1
Highway crossings over or under grade	5
Overhead obstructions less than twenty feet above track.....	2

Passenger cars are heated by steam from locomotive, lighted with gas and ventilated by side ventilators.

The National Express Company runs over this line. Railroad company receives from the express company arbitrary rates, varying from eight to twenty-five cents per hundred pounds.

Parlor cars run between Kingston and New Paltz during the summer season, owned by Wagner Palace Car Company, which fixes and collects the additional rate.

Post office department pays for transportation of mails on the basis of average daily weight carried.

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.

ITEM	Tonnage	Per cent.
Flour	887	.30
Grain	2,461	1.36
Meat and provisions	91	.06
Live stock	943	.15
Lumber	19,458	7.92
Pig and bar iron and steel	2,903	1.82
Coal and coke	51,379	28.19
Petroleum and other oils	423	.27
Manufactures	52,798	28.75
All other merchandise	19,344	12.06
All other agricultural products	8,357	5.19
All other articles not included above	8,220	5.14
Total	159,277	100

NUMBER OF ACCIDENTS.

	Injured	Killed	Total
Passengers	1	.....	1
Employees	5	.....	5
Others .....	.....	1	1
Total	6	1	7

EMPLOYEES.

Average number of persons employed (including officials) during the year 11
 Aggregate amount of salaries and wages paid them during the year \$45,368 67

Officers of the Company.

Name.	Title.	Official Address.
ASHBEL GREEN.....	President	5 Vanderbilt ave., N. Y. city.
EDWARD V. W. ROSSITER..	Secretary and Treasurer....	Grand Cent. Station, N. Y. city.
JAMES D. LAYNG.	General Manager	5 Vanderbilt ave., N. Y. city.
JOHN CARSTENSEN	Comptroller	Grand Cent. Station, N. Y. city.

Directors of the Company.

Name.	Residence.
ASHBEL GREEN.....	Tenafly, N. J.
JAMES D. LAYNG	New York city.
E. V. W. ROSSITER	Flushing, L. I., N. Y.
WALTER KATTL	New York city.
LAWRENCE DEPEW.....	Detroit, Mich.
JAMES W. MUSSON	New York city.
JOHN CARSTENSEN	New York city.
GEO. S. PRINCE..	Yonkers, N. Y.
HERBERT E. KINNEY	New York city.
CHARLES W. PIERSON	New York city.
GUY E. HUSTIS.....	Hastings, N. Y.
ALBERT B. TAYLOR.....	Norwood, N. J.
WILLIAM C. TAYLOR.....	Hastings, N. Y.

Title of company, Walkill Valley Railroad Company.
 General offices at New York city
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Wednesday in December.
 For information concerning this report, address John Carstensen, Comptroller, Grand Cent.
 Station, New York city.

WAVERLY AND STATE LINE.

LESSOR.

LESSEE — PENNSYLVANIA CANAL AND RAILROAD COMPANY.

OPERATED BY PHILADELPHIA AND READING.

(Date of charter, June 11, 1867.)

Organized under act of April 2, 1830, and amendments thereto. Leased January 26, 1875, on a perpetual lease to the Pennsylvania and New York Canal and Railroad Company, a corporation of the State of Pennsylvania, now operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	100	\$10,000
Number of stockholders		15

Cost of Road.

Total cost of road up to June 30, 1893..... \$44,398 05

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road.....	\$44,398 05
LIABILITIES.	
Capital stock	\$10,000 00
Current liabilities, as follows, viz.:	
Sundries.....	54,398 05
	<u>\$44,398 05</u>

Description of Road and Equipment.

	TRUCK.	Miles owned, all in N. Y. State.
Main line laid from State line to Waverly, single track .....		.408
Second track on main line.. ..		.408
Sidings and turnouts on main line		6.58
Grand total of tracks, sidings and turnouts.....		<u>7.396</u>
Laid with steel rail, main line.....		4.356
Laid with iron rail, main line.....		<u>3.06</u>

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 76 lbs.; minimum, 8 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	Title.	Official Address.
E. P. WILBUR.....	President	South Bethlehem, Pa.
CHARLES HARTSHORNE	First Vice President	Philadelphia, Pa.
ROBERT H. SAYRE	Second Vice-President.....	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President.....	Philadelphia, Pa.
JOHN R. FANSHAW	Secretary	Philadelphia, Pa.
WM. C. ALDERSON.....	Treasurer	Philadelphia, Pa.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Name</i>	<i>Directors of the Company.</i>	<i>Residence.</i>
E. P. WILBUR		South Bethlehem, Pa.
CHARLES HARTSHORNE		Philadelphia, Pa.
ROBERT H. SAYRE		South Bethlehem, Pa.
GEORGE M. DIVEN		Elmira, N. Y.
WILLIAM STEVENSON		Sayre, Pa.
JOHN R. FANSHAW		Philadelphia, Pa.
JOHN B. GARRETT		Philadelphia, Pa.

Title of company, Waverly and State Line Railway.

General offices at Philadelphia, Pa.

Date of close of fiscal year, June 30.

For information concerning this report, address John R. Fanshawe, Secretary.

WELLSVILLE, BOLIVAR AND ELDRED.

LESSOR.

LESSEE—BRADFORD, ELDRED AND CUBA.

(Date of charter, April 20, 1881.)

This company does not operate any railroad whatever, its own being leased to the Bradford, Eldred and Cuba Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,000	\$100,000

Cost of Road.

Total cost of road up to June 30, 1892 \$412,400 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$412,400 00
<i>Current assets, as follows, viz.:</i>	
Due from other companies	8,000 00
	<u>\$420,400 00</u>
LIABILITIES.	
Capital stock	\$0,000 00
<i>Current liabilities, as follows, viz.:</i>	
Unfunded debt due Bradford, Eldred and Cuba R. R. Co. for construction	412,400 00
	<u>\$412,400 00</u>

Title of company, Wellsville, Bolivar and Eldred Railroad Company.

General offices at Addison, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address F. M. Baker, agent for T. C. Platt, Realty, Addison, N. Y.

WELLSVILLE, COUDERSPORT AND PINE CREEK.

(Date of charter, November 14, 1881.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter	1,000	\$1,000,000 00	.....
Issued for actual cash and now outstanding.....	.....	68,554 01	\$68,554 01

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage	Dec. 30, 1890	12	P.C. 6	*	\$30,000	\$23,500	\$23,500
Mortgage	Oct. 1, 1891	*	6	*	.....	1,000	1,000
Mortgage	April 1, 1892	*	6	*	.....	5,500	5,500
Total .....	.....	.....	.....	.....	\$30,000	\$30,000	\$30,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....		\$1,384 10	\$25,371 12
Bridges.....		205 57	5,818 90
Superstructure (including ties)		209 86	5,442 22
Rails		490 76	32,600 00
Land		25 00	25 00
Land damages		325 00	10,086 00
Fences		160 65	1,210 90
Passenger and freight stations.....		258 04	1,099 77
Engine and car houses.....		25 99	284 70
Shops, machinery and tools.....		.....	1,059 08
Fuel and water stations.....		4 95	98 66
Engineering expenses.....		149 63	2,860 40
Interest and discount charged to construction.....		†1,466 19	.....
Other expenses of construction.....		†2,088 91	.....
New side tracks.....		2,257 99	2,634 10
Contingencies.....		†28 55	.....
Stationery and printing.....		†227 09	.....
Total cost of road		\$1,681 80	\$88,490 89
EQUIPMENT.			
Locomotives .....		.....	\$2,535 44
Passenger cars.....		.....	2,000 00
Freight and other cars.....		.....	8,779 00
Total cost of equipment.....		.....	\$8,314 44
Grand total cost of road and equipment		\$1,681 80	\$96,805 33

* Not reported.

† Credit.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$21,240 25
Less operating expenses (excluding all taxes)		10,670 86
Gross income from all sources		\$10,569 39
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$1,235 00	
Taxes on property used in operation of road.....	241 91	
Taxes on earnings and capital stock	109 44	
		1,586 35
Net income from all sources		\$8,983 04
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 6 per cent on \$62,500 common stock.....		3,750 00
Surplus for year ending June 30, 1892		\$5,233 04

General Income Account.

Surplus for year ending June 30, 1892		\$5,233 04
Surplus up to June 30, 1891.....		3,700 79
		\$8,933 83
Account cattle, profit and loss	\$13 16	
Contingencies, contingency account, profit and loss.....	28 55	
Stationery and printing, profit and loss.....	227 09	
Interest and discount, profit and loss	1,466 19	
Other expenses of construction, profit and loss.....	2,206 76	
		3,938 75
Total surplus June 30, 1892		\$4,997 08

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$15,385 70	\$15,385 70
Passengers, all local.....	\$5,061 29		5,061 29
Mail	584 30		584 30
Express	198 96		198 96
Miscellaneous, as follows, viz.: Hay on highway, etc.....	15 00		15 00
Total gross earnings	\$6,854 55	\$15,385 70	\$21,240 25

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....			\$2,961 02
Repairs of bridges (including culverts and cattle guards)			43 68
Repairs of stations, shops, docks, etc.....			25 12
Repairs of fences.....			11 23
Total			\$3,040 99
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$180 84	\$90 19	\$270 53
Repairs of cars.....	21 08	31 40	52 48
Total	\$201 92	\$121 59	\$323 51
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$914 87	\$451 15	\$1,366 02
Wages of engineers and firemen	1,271 75	635 87	1,907 62
Fuel for locomotives	918 62	459 30	1,377 92
Oil and waste.....	44 20	22 10	66 30
Water supply.....	4 96	2 49	7 45
Other train supplies and expenses	75 44	7 76	83 20
Wages of station agents and clerks.....	969 63	484 81	1,454 44
Station supplies.....	86 24	43 12	129 36
Total	\$4,285 71	\$2,106 60	\$6,392 31

WELLSVILLE, COUDERSPORT AND PINE CREEK.

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Analysis of Gross Earnings and Operating Expenses — (Continued).

EARNINGS.	Passenger.	Freight.	Total.
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$198 26	\$99 48	\$298 44
General office expenses and supplies.....	188 00	66 50	199 50
Stationery and printing.....	177 26	88 68	265 89
Damage to cattle and property.....		12 00	12 00
Mileage of cars of other companies (debit balance).....		1 02	- 1 02
Other general expenses.....	91 44	45 71	137 15
Total.....	\$600 66	\$318 94	\$914 00
Grand total operating expenses.....	\$7,067 74	\$3,588 12	\$10,670 86

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....		\$88,490 89
Cost of equipment.....		8,814 44
<i>Current assets, as follows, viz. :</i>		
Cash on hand.....	\$9,210 96	
Due by agents.....	204 94	
Open accounts.....	49 69	
		9,465 59
		<u>\$106,270 92</u>

LIABILITIES.

Capital stock.....		\$68,554 01
Funded debt.....		30,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay-rolls.....	\$2,644 88	
Open accounts.....	75 00	
		2,719 88
Profit and loss (surplus).....		4,997 02
		<u>\$106,270 92</u>

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried.....	23,928
Number of passengers carried one mile.....	12,614,522
Number of tons of freight carried.....	25,058
Number of tons of freight carried one mile.....	250,520
Passenger train mileage.....	18,104
Freight train mileage.....	6,912
Total train mileage.....	<u>20,016</u>

ITEM.

All local.
Cents

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	3
Average rate received per mile for carrying freight, all classes.....	3

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Mile in line laid from Wellsville to State line.....	10.12	10.45
Sidings and turnouts on main line.....	.91	1.08
Grand total of tracks, sidings and turnouts.....	11.03	11.53

Average life of ties, 5 years; weight of rails per yard — steel, 63 lbs.; gauge of track, 4 feet 8 1/4 inches; ballasted with gravel most of way.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.
State Line Railroad	Wellsville, N. Y.	State line.....	.33	Owned.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Wooden trestles.....	15	Feet. 1,336	17	Feet. 1,486

EQUIPMENT.	Number owned.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	1	\$2,535 44	1	.....
Baggage, mail and express cars.....	1	\$2,000 00	1	1
Box freight cars.....	8	\$468 00	.....	.....
Flat freight cars.....	7	386 00	.....	.....
Total	10	.....	.....	.....

Passenger cars are equipped with Westinghouse air brake and Janney coupler; freight cars with common brake and coupler.

One stub switch in yard, split rail on rest of the road.

Miscellaneous Statistics.

ITEM.	Portion of line in N. Y. State.
Highway crossings at grade without protection	0

Passenger cars are heated by stoves, lighted by lamps and ventilated by side ventilator windows in top.

Wells, Fargo & Co.'s Express operates over this line and pay twenty per cent of total amount of business done.

The United States government pay for transportation of mails \$42.75 per mile per annum for 10.45 miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	1.68
Grain	900
Meats and provisions.....	245
Live stock	257
Lumber.....	2,173
Iron or other ores.....	128
Petroleum and other oils.....	118
All other merchandise.....	1 1/2
All other agricultural products	6 2/3
All other articles not included above.....	1 1/2
	24 25

EMPLOYEES.

Average number of persons employed (including officials) during the year

Officers of the Company.

Name.	Title.	Official Address.
JOHN McEWEN	President.....	Wellsville, N. Y.
C. A. FARNUM.....	Vice-President and Attorney...	Wellsville, N. Y.
H. K. OPP.....	Secretary	Wellsville, N. Y.
H. N. LEWIS.....	Treasurer	Wellsville, N. Y.
CHARLES E. DAVIS.....	Auditor	Wellsville, N. Y.
J. W. COLE.....	General Freight Agent.....	Wellsville, N. Y.

Directors of the Company.

Name.	Residence.
JOHN McEWEN	Wellsville, N. Y.
E. J. FARNUM	Wellsville, N. Y.
H. N. LEWIS.....	Wellsville, N. Y.
W. B. COATS.....	Wellsville, N. Y.
H. K. OPP.....	Wellsville, N. Y.
GEO. H. BLACKMAN	Wellsville, N. Y.
E. C. BRADLEY.....	Wellsville, N. Y.
C. A. FARNUM.....	Wellsville, N. Y.
GEO. E. BROWN	Wellsville, N. Y.
WILLIAM DUKE.....	Wellsville, N. Y.
JOSEPH DOTY.....	Wellsville, N. Y.
A. J. APFLEBERG.....	Wellsville, N. Y.
CHARLES DAY	Wellsville, N. Y.

Title of company, Wellsville, Coudersport and Pine Creek Railroad Company.

General offices at Wellsville, Allegany county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in November.

For information concerning this report, address Charles E. Davis, Auditor.

WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, November 28, 1887.)

The Buffalo, New York and Philadelphia Railroad Company was sold after foreclosure proceedings, and two new companies, entitled Western New York and Pennsylvania Railway Company, New York, and Western New York and Pennsylvania Railway Company, of Pennsylvania, were organized, each having a capital stock of \$15,000,000, certificates of organization being filed at Albany, N. Y., October 27, and at Harrisburg, Penn., November 3, 1887.

The above-named companies were consolidated into one company, entitled Western New York and Pennsylvania Railroad Company, as per articles of agreement filed at Albany, N. Y., November 28, 1887, and at Harrisburg, Penn., November 28, 1887, and all properties belonging to the companies previously named were transferred to it on the first day of December, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	300,000	\$30,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds	Dec. 1, 1887	30	p. 5	Jan. 1, July 1	\$10,000,000 00	\$8,860,000 00	\$8,860,000
First mort. bonds	Dec. 1, 1888	30	7	Feb. 1, Aug. 1	1,500,000 00	800,000 00	800,000
Second mort. bds.	Dec. 1, 1887	40	"	April 1, Oct. 1	20,000,000 00	19,984,000 00	19,984,000
Second deb. bonds	1888	20	+	April 1, Oct. 1	1,441,000 00	1,441,000 00	1,441,000
Car trust obligations.....	.....	.....	.....	.....	1,001,982 90	772,941 73	..
Total .....	.....	.....	.....	.....	\$24,002,982 90	\$21,947,941 73	\$21,175,000

*Interest for the first five years is dependent upon the revenue; and scrip is issued if the net earnings after deducting for betterments are insufficient to pay the same in cash. After the first five years it is a fixed charge of 3 per cent; after ten years it is a 4 per cent fixed charge and it can not exceed 4 per cent until the stock receives 3 per cent when the bonds pro rate with the stock until the bonds receive up to 7 per cent.

†Interest on the debenture bonds is dependent on the net income, and if earned is 5 per cent per annum payable April and October 1.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	\$21,832 80	\$121,523 41
Bridges	30,592 04	150,605 64
Superstructure (including ties).....	15,315 78	85,937 83
Rails	15,910 85	117,615 20
Land .....	.....	96,752 92
Land damages.....	3,328 28	22,067 87
Fences	4,106 69	15,500 95
Passenger and freight stations, engine and car houses, and buildings.....	2,679 65	82,964 89
Shops, machinery and tools	1,895 26	15,104 68
Fuel and water stations (included in buildings) .....	.....	.....
Engineering expenses.....	.....	2,544 85
Purchase of constructed road.....	.....	57,833,615 67
Wharfing	605 28	20,797 23
New sidings.....	3,431 07	224,853 71
Other items.....	229 19	57,550 88
Total cost of road.....	\$99,516 84	\$58,857,158 73
EQUIPMENT.		
Locomotives	\$105,001 34	\$448,050 97
Passenger cars	51,426 41	65,742 02
Mail, baggage and express cars.....	5,496 00	6,117 22
Freight and other cars.....	25,589 34	1,995,877 77
Equipment from former company.....	.....	1,479,730 09
Total cost of equipment	\$187,523 09	\$3,967,518 07
Grand total cost of road and equipment	\$287,039 93	\$62,794,676 80

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$3,580,155 70
Less operating expenses (excluding all taxes).....	2,398,359 84
Gross income from all sources	\$1,181,795 86
<i>Deduction from income as follows, viz.:</i>	
*Interest on debt due and accrued	\$1,538,038 65
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes.....	86,772 87
Interest, discount and commissions	2,368 15
	1,627,180 67
Deficit for year ending June 30, 1892	\$445,373 81

General Income Account.

Deficit for year ending June 30, 1892	\$445,373 81
Surplus up to June 30, 1891	8,448,814 37
	\$8,003,440 56
Difference in value of lands exchanged by Union Terminal Railroad Company, and New York Central and Hudson River and West Shore railroads.....	\$370,165 12
Amount charged to profit and loss during years 1888 to 1891 through bond-interest account as part of interest on second mortgage bonds represented by fractional scrip, which scrip by reason of its not being presented for conversion into second mortgage bonds lost its right to interest and which therefore reverted to this company	11,988 87
Refund of taxes illegally exacted by the State of New York.....	10,851 25
	\$393,000 24
Less commissions paid as counsel fees, donation to Oil City and Titusville, and sundry items charged off.....	5,640 96
	237,359 28
Total surplus June 30, 1892	\$8,230,790 52

* Of which \$974,429.43 is payable in scrip.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$2,669,900 66	\$2,669,900 66
Passengers, through and local	\$775,980 51		775,980 51
Mail	47,884 41		47,884 41
Express	89,786 87		89,786 87
<i>Miscellaneous, as follows, viz.:</i>			
Rents	6,843 90	11,880 88	18,724 78
Milk	25,459 06		25,459 06
Miscellaneous	2,486 00	2,083 97	4,569 97
Total gross earnings	\$896,870 25	\$2,683,285 45	\$3,580,155 70

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$118,080 91	\$261,404 31	\$384,484 22
Steel rails laid, cost	4,857 85	19,571 59	16,808 84
Repairs of roadbed	20,996 57	47,608 53	68,605 10
Repairs of bridges (including culverts and cattle-guards)	23,916 86	65,536 55	89,453 41
Repairs of stations, shops, docks, etc.	10,742 00	28,777 57	39,519 57
Repairs of fences	10,847 80	21,671 21	32,519 01
Other expenses for maintenance of way and structures	7,479 84	11,385 27	18,765 11
Total	\$191,808 08	\$441,942 06	\$633,345 06

Maintenance of equipment:

Repairs of locomotives	\$43,188 88	\$25,401 79	\$128,586 67
Repairs of cars	46,069 20	169,937 44	315,996 64
Repairs of machinery and tools	5,988 05	17,432 73	23,420 78
Other expenses for maintenance of equipment	27 41	44 28	71 79
Total	\$95,253 55	\$302,806 34	\$478,059 89

Conducting transportation:

Wages of conductors and men	\$55,556 78	\$164,331 57	\$219,788 35
Wages of engineers and firemen	75,978 29	199,199 15	275,177 44
Fuel for locomotives	47,862 23	169,736 82	217,599 14
Water supply	3,826 45	9,801 82	13,628 27
Other train supplies or expenses	16,705 39	25,417 04	42,122 43
Wages of station agents and clerks	45,842 03	159,987 00	198,829 22
Station supplies	4,288 29	6,086 55	10,374 84
Wages of watchmen, flagmen and switchmen ..	10,422 79	117,915 00	128,407 79
Other expenses for conducting transportation ..	1,808 28	521 28	1,829 56
Total	\$361,856 21	\$845,288 22	\$1,106,745 13

General expenses:

Salaries of general officers and clerks	\$29,308 17	\$73,578 23	\$102,886 40
General office expenses and supplies	1,914 29	14,534 54	16,448 83
Stationery and printing	6,245 47	18,219 75	24,465 22
Outside agencies and advertising	4,026 67	2,354 79	6,381 46
Legal expenses	4,520 47	15,453 08	19,973 55
Loss and damage of freight and baggage	1,553 89	6,781 82	8,335 71
Injuries to persons	8,728 97	8,309 19	17,038 16
Telegraph maintenance and operation	16,840 28	46,249 23	63,089 51
Mileage of cars of other companies (debit balance)	3,773 42	*105,416 99	*101,643 57
Other general expenses	6,728 27	17,086 21	23,764 48
Total	\$83,164 00	\$27,145 75	\$180,309 75
Grand total operating expenses	\$581,076 79	\$1,767,288 05	\$2,396,355 84

* Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$58,857,158 73
Cost of equipment.....	8,937,518 07

Other permanent investments, as follows, viz.:

Stock of other companies	\$10,441,066 00
Second mortgage bonds owned by company.....	495,942 70
Union Terminal Railroad Company	189,571 87
	11,126,580 37

Current assets, as follows, viz.:

Cash on hand	\$160,154 57
Due by agents.....	129,789 08
Open accounts	287,509 22
Materials and supplies	183,853 59
Sundries.....	5,982 89
	767,290 35
	\$74,688,546 72

LIABILITIES.

Capital stock.....	\$30,000,000 00
Funded debt.....	31,947,941 73

: Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$226,122 50
Auditing vouchers and pay-rolls	404,851 50
Loans and bills payable	11,128 09
Interest accrued on funded debt not yet payable.....	23,323 83
Non-convertible income scrip, 1907.....	390,907 20
Second mortgage income scrip, including the amount to be issued for interest accrued to June 30, 1892	3,015,876 08
Real estate mortgages.....	272,804 00
Old coupon account	202 50
Kinzua Valley railroad freight warrants	105,000 00
	4,449,805 15
Profit and loss (surplus)	8,290,739 84
	\$74,688,546 72

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	23,094	1,666,452	1,689,546
Number of passengers carried one mile.....	3,140,625	30,377,833	33,518,458
Number of tons of freight carried .....	.....	.....	4,423,947
Number of tons of freight carried one mile.....	.....	.....	443,322.206

Passenger train mileage .....	.....	.....	1,320,652
Freight train mileage .....	.....	.....	1,706,294
All other train mileage .....	.....	.....	800,900
Total train mileage .....	.....	.....	3,797,156

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$896,870 25	\$631,076 79	\$265,793 46
Average per passenger carried.....	5908	3785	1573
Average per passenger per mile.....	0268	0188	0080
Average per passenger train per mile	7291	5130	2161
Freight earnings and expenses (including miscellaneous earnings)	2,683,285 45	1,767,283 05	916,002 40
Average per ton of freight carried.....	6052	3966	2086
Average per ton of freight per mile.....	0081	0040	0041
Average per freight train per mile.....	1 57	1 03	54

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.88	Cents. 2.86	Cents. 2.81
Average rate received per mile per ton for carrying freight, all classes .....	.....	.....	.6

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line laid, single track.....	826.87	630.70
Union Terminal railroad, single track	2.81	2.81
Total single track.....	828.18	633.01
Second track on main line.....	8.10	8.10
Sidings and turnouts on main line	110.22	194.96
Grand total of tracks, sidings and turnouts.....	446.50	836.07
Laid with steel rail, main line.....	812.08	560.73
Laid with iron rail, main line	16.10	72.28

Average life of rails — steel, 12 years; iron, 4 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 78 lbs.; minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 35 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel; narrow gauge, 3 feet; ballasted with cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Union Terminal R.R.	Buffalo, N. Y...	Baily avenue..	2.31	2.81	Owned.	1.47	2.31	.....
Buffalo Division.....	Baily avenue..	Emporium, Pa.	76.34	118.24	Owned.	6.68	118.24	.....
Pittsburg Division ..	Buffalo Junc...	B. C. R.R. Junc.	1.40	1.40	Owned.	.....	1.40	.....
Clermont Branch.....	Larrabee, Pa...	Clermont, Pa..	.....	22.15	Owned.	.....	22.15	.....
Olean, Br. & W. R. R.	Olean, N. Y....	State line.....	12.53	12.53	Owned.	.....	6.67	5.86
Olean, Br. & W. R. R.	State line.....	Bradford, Pa..	.....	10.11	Owned.	.....	8.11	7.03
Kendall and Eldred..	Eldred, Pa.....	Tarport, Pa....	.....	18.28	Owned.	.....	2.90	15.38
Bradford Railroad ..	Bradford, Pa..	Kinzua Junc ..	.....	14.75	Owned.	.....	2.96	11.80
Kinzua Railroad	Kinzua Junc...	Kinzua, Pa ....	.....	14.04	Owned.	.....	14.04	.....
Genesee Val. Canal..	Rochester, N.Y.	Hinsdale, N. Y.	98.61	98.61	Owned.	.....	98.61	.....
Genesee Val. Term ..	W.N.Y. & P. Ju.	Linc'n P'k, N.Y	2.46	2.46	Owned.	.....	2.46	.....
R., N. Y. and Penn ..	Nunda Junc...	L. & P. R. R. .	12.00	12.00	Owned.	.....	1.76	10.24
Pittsburg Division ..	B.C.R.R. Junc., N. Y.....	Oil City, Pa ...	84.43	135.03	Owned.	.....	135.03	.....
Pittsburg Division ..	Oil City, Pa ...	Irrington, Pa..	.....	50.20	Owned.	.....	50.20	.....
Pittsburg Division ..	Warren, Pa ...	Olean, N. Y....	38.10	59.70	Owned.	.....	59.70	.....
Pittsburg Division ..	Stoneboro, Pa.	New Castle, Pa.	.....	36.00	Owned.	.....	36.00	.....
Pittsburg Division ..	Tyronville, Pa.	Union City, Pa.	.....	16.80	Owned.	.....	1.80	14.99
Pittsburg Division ..	Titusville, Pa..	Pioneer, Pa....	.....	8.90	Owned.	.....	1.40	7.50
			828.18	633.01	.....	8.10	560.73	72.28

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	29	4,928.5	39	7,788
Iron girders	39	891	44	986
Wooden bridges	28	3,280.5	50	6,589.5
Wooden girders	251	2,478	418	4,782
Wooden trestles	102	2,238.3	231	3,936.9
Total	444	18,741.3	782	23,774.4

EQUIPMENT.	Number owned.	Number leased.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	27	.....	\$11,650	219,800	7	27	.....
Locomotives, 6 drivers	72	.....	7,560	154,000	8	72	.....
Locomotives, 4 drivers	51	.....	10,000	132,500	12	51	.....
Total	150	.....	.....	.....	.....	150	.....
First-class passenger cars	63	.....	\$4,300	50,000	12	63	63
Second-class passenger cars	25	.....	3,750	47,000	12	25	25
Combination cars	8	.....	3,750	47,000	12	8	8
Baggage, mail and express cars	29	.....	3,750	37,000	12	29	29
Total	125	.....	.....	.....	.....	125	125
Box freight cars	1,490	.....	\$550	29,000	6	290	439
Stock freight cars	7	.....	550	22,200	8	.....	.....
Coal freight cars	6,810	400	450	25,400	5	.....	3,004
Flat freight cars	122	.....	420	17,700	8	.....	2
Tank cars	12	.....	600	21,300	23	.....	2
Caboose, 4-wheel cars	60	.....	600	15,300	5	.....	3
Caboose, 8-wheel cars	10	.....	825	22,000	18	6	.....
Service cars	181	.....	.....	.....	.....	.....	2
Total	8,192	400	.....	.....	.....	296	3,043

Passenger cars are equipped with Westinghouse automatic brake and Miller and Janney coupler; freight cars with Janney, Gould and Pooley coupler.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Total assessed value of real estate and personal property of company	\$4,449,677 31	\$4,473,000 21
Length of steel rails laid during the year in repair, miles	13.85	28.14
Railroads crossing road at grade	17	1
Railroads crossing road over or under grade	5	5
Highway crossings at grade without protection	298	3
Highway crossings at grade protected by gates or flagmen	28	3
Highway crossings over or under grade	13	6
Overhead obstructions less than twenty feet above track	25	5

Passenger cars are heated by steam, lighted by oil lamps and ventilated by ordinary ventilators. American Express Company operates over line of road per classification and weight. Pullman's parlor and sleeping cars run over road on mileage basis. Empire line and Green line business over this road. Receive from United States government for transportation of mail \$48,018.98 per annum

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	74,024	1.70
Live stock	6,959	.16
Lumber.....	882,442	19.90
Pig and bar iron and steel	81,402	1.84
Iron or other ores.....	24,957	.56
Coal and coke.....	1,944,225	43.84
Petroleum and other oils	562,075	12.68
All other manufactures and merchandise	388,502	8.76
All other articles not included above	468,461	10.56
Total	4,433,947	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	12	.....	12
Employees	129	1	130
Others.....	17	10	27
Total	158	11	169

EMPLOYES.

Average number of persons employed (including officials) during the year..... 8,079
 Aggregate amount of salaries and wages paid them during the year..... \$1,740,494 68

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL G. DE COURSEY.....	President.....	Philadelphia, Pa.
NICHOLAS THOURON.....	Chairman Executive Committee.....	Philadelphia, Pa.
JOS. R. TRIMBLE.....	Secretary.....	Philadelphia, Pa.
FRANKLIN S. BUELL.....	Treasurer	Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor.....	Buffalo, N. Y.
FRANCIS RAWLE ,	General Counsel.....	Philadelphia, Pa.
FRANK RUMSEY	General Solicitor	Buffalo, N. Y.
ROBERT BELL.....	General Superintendent.....	Buffalo, N. Y.
EDWARD T. JOHNSON	General Freight Agent	Buffalo, N. Y.
JOS. R. FELLOWS.....	General Passenger Agent.....	Buffalo, N. Y.
R. D. MCCREARY.....	Chief Engineer.....	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DE COURSEY.....	Philadelphia, Pa.
NICHOLAS THOURON.....	Philadelphia, Pa.
EDWARD L. OWEN.....	New York city.
PASCAL P. PRATT.....	Buffalo, N. Y.
GEORGE E. BARTOL.....	Philadelphia, Pa.
E. W. CLARK, Jr	Philadelphia, Pa.
CHAS. M. LEA.....	Philadelphia, Pa.
WILLIAM C. BULLETT.....	Philadelphia, Pa.
J. PRINDLE SMITH,.....	Philadelphia, Pa.
JOHN K. BARCLAY	Philadelphia, Pa.
EDWARD T. STEEL.....	Philadelphia, Pa.

Title of company, Western New York and Pennsylvania Railroad Company.
 General offices at 84 Exchange street, Buffalo, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, January 11.
 For information concerning this report, address John F. Reynolds, Auditor.

WEST SHORE.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Certificate of incorporation filed, December 5, 1885.)

The West Shore Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, being chapter 480 of the Laws of 1874 and any acts amendatory thereof or supplemental thereto.

Under judgement of foreclosure against the New York, West Shore and Buffalo Railway Company, the property and franchises of said company were sold at public sale on the 24th day of November, 1885, and on the 5th day of December, 1885, were duly conveyed to the purchasers, J. Peirpont Morgan, Chauncey M. Depew and Ashbel Green joint tenants.

On the 5th day of December, 1885, said purchasers organized the West Shore Railroad Company and on the same date conveyed certain portions of the property and franchises so acquired to the West Shore Railroad Company.

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company for 475 years from January 1, 1886, with a privilege of further term of 500 years at an annual rental of the full amount of interest at four per cent per annum as it matures, upon outstanding bonds secured by first mortgage, not exceeding \$50,000,000 of principal.

Under date of April 2, 1891, the Syracuse, Ontario and New York Railway was leased for the term of its corporate existence, to the West Shore Railroad Company and under date of July 1, 1891, the entire capital stock of the Syracuse, Ontario and New York Railway Company was surrendered to the West Shore Railroad Company, and the former corporation was absorbed by the latter under authority of law.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued in pursuance of plan of reorganization and now outstanding.....	100,000	\$10,000,000	\$10,000,000

Number of stockholders..... 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Terms, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	*Dec. 5, 1885	475	p.c. 4	Jan. and July	\$50,000,000	\$50,000,000

Cost of Road.

† Grand total cost of road up to June 30, 1892 \$60,000,000)

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rental from New York Central and Hudson River Railroad Company, lessee 2,000,000)

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued 2,000,000)

* Bearing interest from January 1, 1886.

† As property was purchased under foreclosure sale, no classification can be given.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$80,000,000 00
LIABILITIES.	
Capital stock	\$10,000,000 00
Funded debt.....	50,000,000 00
	<u>\$60,000,000 00</u>

Officers of the Company.

Name.	Title.	Official Address.
CHAUNCEY M. DEFEW	President	Grand Central Station, N. Y. city.
ASPHEL GREEN	Vice-President	5 Vanderbilt avenue, N. Y. city.
E. V. W. ROSSITER.....	Secretary and Treasurer..	Grand Central Station, N. Y. city.

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT.....	New York city.
WILLIAM K. VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEFEW.....	New York city.
CHARLES C. CLARK	Sing Sing, N. Y.
HORACE J. HAYDEN.....	New York city.
ASPHEL GREEN	Tenafly, N. J.
J. PIERPONT MORGAN	New York city.
E. D. ADAMS	New York city.
J. HOOD WRIGHT.....	New York city.
SAMUEL F. BARGER.....	New York city.
CHARLES LANIER.....	New York city.
C. E. TRACY.....	New York city.

Title of company, West Shore Railroad Company.
 General offices at Albany, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Wednesday in April.
 For information concerning this report, address John Carstensen, Comptroller, (Grand Central Station, New York city.

WEST TROY AND GREEN ISLAND.

OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 15, 1870.)

The West Troy and Green Island Railroad Company is leased to and is operated by the Delaware and Hudson Canal Company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	200	\$20,000	
Issued for actual cash and now outstanding....	28	2,300	\$2,300

Cost of Road.

Total cost of road up to June 30, 1892.....	\$189,129 88
---	--------------

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$189,129 88
LIABILITIES.	
Capital stock	\$2,300 00
Current liabilities, as follows, viz.:	
Due Rensselaer and Saratoga Railroad Company.....	136,529 88
	<u>\$189,129 88</u>

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE H. CRAMER.....	President.....	Troy, N. Y.
JOHN H. NEHER.....	Secretary.....	Troy, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
GEO. H. CRAMER	Troy, N. Y.
JOS. M. WARREN.....	Troy, N. Y.
GEO. B. WARREN.....	Troy, N. Y.
CHAS. B. RUSSELL.....	Troy, N. Y.
CHAS. W. TILLINGHAST.....	Troy, N. Y.
WM. H. DOUGHTY.....	Troy, N. Y.
C. E. DUDLEY TIBBETTS.....	Troy, N. Y.
JOS. A. EDDY.....	Troy, N. Y.
NORMAN B. SQUIRES.....	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
LE GRAND C. CRAMER.....	Troy, N. Y.
ISAAC V. BAKER	Comstock, N. Y.
JOHN HOBART WARREN	Hoosick Falls, N. Y.

Title of company, West Troy and Green Island Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report address John H. Neher, Secretary.

WHARTON VALLEY.

LESSOR.

LESSEE—NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 12, 1888.)

Organized in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2d, 1850, and the several acts amendatory thereof and supplementary thereto.
Constructed by the New York, Ontario and Western Railway Company in consideration of \$70,000 par value of capital stock, \$75,000 par value of first mortgage bonds of the Wharton Valley Railway Company and \$20,000 cash donated by residents along the line.
Leased by the New York, Ontario and Western Railway Company, per agreement dated August 4, 1888, for ninety-nine year from October 1, 1888, in consideration of annual payment of \$500 for maintenance of organization and annual payment of the interest on \$75,000, Wharton Valley Railway Company bonds. The New York, Ontario and Western Railway Company also agrees to pay all operating expenses and taxes and guarantees the payment of principal and interest of said \$75,000 Wharton Valley bonds by writing indorsed thereon.
No report received for year ending June 30, 1888.—R. R. Commissioners.

R E P O R T S

OF

ELEVATED RAILROAD COMPANIES.

BROOKLYN ELEVATED.

(Date of charter, May 26, 1874.)

Chartered as the Brooklyn Elevated Silent Safety Railway Company, May 26, 1874 (chapter 585, Laws of 1874). Charter amended and corporate title changed to the Brooklyn Elevated Railway Company, May 22, 1875 (chapter 422, Laws of 1875).

On May 12, 1884, the property was sold under foreclosure and purchased by Frederick Uhlman, representing the bondholders.

On May 29, 1884, the Brooklyn Elevated Railroad Company was incorporated in pursuance of agreements dated January 24, 1884, made between certain persons, security holders of the Brooklyn Elevated Railway Company.

By an agreement dated May 18, 1887, this company leased from the Union Elevated Railroad Company of Brooklyn, the various railroads to be constructed by that company for the full term for which the lessor is incorporated, possession of the various railroads to be delivered by lessor and accepted by this company as each of the several sections are completed and ready for operation.

Section of road from Fulton street to Grand avenue via Sands and Adams streets and Myrtle avenue, opened April 10 and September 1, 1888.

Section of road from Grand avenue to Wyckoff avenue via Myrtle avenue, opened April 27 and July 20, 1889.

Section of road from East river to Lexington avenue via Broadway, opened June 25 and July 14, 1888.

Section of road from Myrtle avenue to Twenty-fifth street and Fifth avenue via Hudson, Flatbush and Fifth avenues, opened July 22 and August 15, 1889.

The Union Elevated Company, of Brooklyn, merged with this company on October 27, 1890, the entire capital stock of Union Company being surrendered and Brooklyn stock issued in exchange therefor.

Certificate to that effect was filed in office of Secretary of State on November 17, 1890.

Pursuant to chapter 294, Laws of 1891, this company abandoned that portion of its route lying and being along Park avenue from easterly side of Hudson avenue to Grand avenue, thence through and along Grand avenue to the northerly side of Myrtle avenue, about 5,400 feet.

The approval of the Board of Railroad Commissioners of such abandonment was given on December 23, 1891, and certificate filed in the office of Secretary of State December 30, 1891.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	182,836	\$18,283,600
Issued on account of construction.....	50,000	\$5,000,000
Issued in exchange for Union E. R. R. Co.'s stock	82,836	8,283,600
Total now outstanding.....	182,836	\$18,283,600
Number of stockholders.....	268	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Oct. 1, 1884	40	p.c. 6	April & Oct.	\$3,500,000	\$3,500,000	.....
Second mortgage...	July 1, 1884	30	5	Jan. & July	1,250,000	1,250,000	.....
First mort'ge Union.	May 2, 1887	50	6	May & Nov.	7,000,000	6,150,000	\$6,150,000
Second mort. Union income	May 2, 1887	40	5	Jan. & July	2,500,000	2,068,000	.....
Total .....	.....	....	....	.....	\$14,250,000	\$12,968,000	\$6,150,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, ballast, bridges and superstructure (including ties).....	\$75,890 24	\$230,713 13
Land .....	.....	17,798 59
Land damages	66,617 57	141,217 56
Passenger stations	5,483 28	27,534 29
Engine and car houses.....	1,208 00	4,931 23
Shops, machinery and tools.....	216 57	45,175 94
Fuel and water stations.....	4,455 02	27,089 27
Engineering expenses.....	1,492 50	12,409 04
Road built by contract....	.....	25,760,845 95
Office furniture and fixtures.....	.....	780 20
Total cost of road.....	\$155,353 18	\$236,243,449 28
EQUIPMENT.		
Locomotives	\$344 34	\$2,006 19
Passenger cars.....	.....	69,259 04
Total cost of equipment	\$344 34	\$71,262 23
Grand total cost of road and equipment	\$155,697 52	\$236,319,691 56

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additional structure and tracks.....	\$75,890 24
Expenses condemnation — purchase of right of way and settlement of suits for damages.....	66,617 57
Additional connections with stations.....	5,483 28
Car shops.....	1,208 00
Additional machinery	216 57
New coaling station.....	4,455 02
Expenses engineering department	1,492 50
Safety chains on engines	344 34
Total	\$155,697 52

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$1,835,326 79
Less operating expenses (excluding all taxes).....	1,060,527 67
Net earnings from operation.....	\$794,799 12
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	\$1,881 60
Interest	7,945 01
	9,326 61
Gross income from all sources	\$804,125 73
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$628,711 68
Taxes on earnings and capital stock.....	18,415 34
Taxes on other than above, on road	16,685 02
Interest on loans	2,563 34
	661,375 38
Surplus for year ending June 30, 1892.....	\$142,750 35

General Income Account.

Surplus for year ending June 30, 1892	\$142,750 35
Surplus up to June 30, 1891.....	157,873 15
	\$300,623 50
Premiums from sale of first mortgage bonds.....	38,734 14
	\$339,357 64
Less taxes on road from May, 1885, to March 31, 1892, paid May 25, 1892.....	177,378 18
Total surplus June 30, 1892.....	\$161,979 46

BROOKLYN ELEVATED.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, local	\$1,799,791 85
Miscellaneous, as follows, viz.:	
Advertising and news privileges.....	\$19,500 00
Telephone company	4,690 66
Electric Light Company	1,944 28
	<u>25,534 94</u>
Total gross earnings.....	<u>\$1,825,326 79</u>

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track, structure and superstructure.....	\$31,847 20
Steel rails laid, 16¼ tons.....	505 99
Stations, shops, etc.	9 100 78
Other expenses for maintenance of way and structures.....	289 27
Total	<u>\$41,743 24</u>
Maintenance of equipment:	
Repairs of locomotives.....	\$43,591 60
Repairs of cars.....	41,507 07
Repairs of machinery and tools.....	1 134 10
Other expenses for maintenance of equipment.....	7,940 28
Total	<u>\$94,373 70</u>
Conducting transportation:	
Wages of conductors and men.....	\$100,623 67
Wages of engineers and firemen, hostlers and wipers.....	200,404 44
Fuel for locomotives	230,221 33
Oil and waste.....	7,553 75
Water supply	10 921 11
Other train supplies or expenses.....	10,707 83
Wages of station agents and gatemen	132 917 27
Wages for labor at stations	35,891 42
Station supplies	7 608 96
Wages of flagmen and switchmen	24,612 83
Other expenses for conducting transportation.....	60 616 33
Total	<u>\$823,478 94</u>
General expenses:	
Salaries of general officers and clerks.....	\$27 233 28
General office expenses and supplies	615 63
Stationery and printing	5,680 43
Outside agencies and advertising	721 70
Legal expenses	14,031 54
Damage to property.....	437 65
Injuries to persons	7,941 34
Telegraph maintenance and operation.....	1,282 30
Other general expenses	18,087 87
Total	<u>\$71,031 79</u>
Grand total operating expenses	<u>\$1,030,527 67</u>

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road and equipment	\$26,919,691 56
Current assets, as follows, viz.:	
Cash on hand.....	\$84,054 03
Due by agents.....	30 74
Open accounts.....	85,861 48
Materials and supplies	93,717 22
Sundries	81,080 10
	<u>204,183 64</u>
	<u>\$26,913,875 20</u>

LIABILITIES.

Capital stock.....	\$13,233,600 00
Funded debt.....	12,868,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$114,000 00
Audited vouchers and pay-rolls	35,956 43
Open accounts.....	49,855 19
Sundries.....	994 62
	<u>200,906 24</u>
Profit and loss (surplus).....	181,968 96
	<u>\$26,613,875 20</u>

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REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	35,995,837
Passenger train mileage.....	2,788,682 1/4
All other train mileage.....	16,101 1/4
Total train mileage.....	2,804,774

ITEM.	Earnings.	Expenses.	Profit.
Passenger, earnings and expenses (including miscellaneous earnings)	\$1,825,326 79	\$1,030,527 67	\$794,799 12
Average per passenger carried	0507	0286	0221
Average per passenger train per mile	65	86	29

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid, single track.....	16.91
Second track on main line	16.91
Sidings and turnouts on main line .....	.90
Grand total of tracks, sidings and turnouts.....	34.72

Laid with steel rail, main line..... 16.91

Average life of ties, 8 years; weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet 8 1/4 inches.

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	No. equipped with patent brake.
Locomotives, 4 drivers	16	\$3,249 10 4,600 00	42,000 45,000	16
First-class passenger cars	230	\$2,950 00	24,900	230
Coal freight cars	8	\$480 00	24,000	8
Flat freight cars	4	432 50	20,000	4
Total.....	12	.....	.....	12

Passenger cars equipped with Eames' vacuum brake.
Split safety switch, Pennsylvania Steel Company's pattern, used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	1,101
Cost of real estate now held by company, exclusive of that used in operation...	\$59,102 55
Total assessed value of real estate and personal property of company.....	156,701 00
Length of steel rails laid during year in repairs, miles	25
Railroads crossing road over or under grade.....	2

Passenger cars are heated by perfected Baker heater, lighted with oil and ventilated by deck roof windows.

BROOKLYN ELEVATED.

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NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	6	2	8
Employees	6	1	7
Others.....	3	3
Total	15	3	18

EMPLOYES.

Average number of persons employed (including officials) during the year 1,002
Aggregate amount of salaries and wages paid them during the year..... \$675,887 82

Officers of the Company.

Name.	Title.	Official Address.
ADOLF LADENBURG.....	President	81 Sands street, Brooklyn, N. Y.
ANTHONY BARRET.....	Vice-President	81 Sands street, Brooklyn, N. Y.
FREDERICK UHLMANN.....	Secretary and Treasurer....	81 Sands street, Brooklyn, N. Y.
O. F. NICHOLS	General Manager	81 Sands street, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
FREDERICK UHLMANN	New York city.
SIMON UHLMANN.....	New York city.
ADOLF LADENBURG.....	New York city.
ERNST THALMANN	New York city.
EDWARD LAUTERBACH.....	New York city.
JACOB SCHOLLE	New York city.
WILLIAM STRAUSS.....	New York city.
SIMON ROTHSCHILD	New York city.
LEONARD LEWISOHN.....	New York city.
GEORGE W. WINGATE	Brooklyn, N. Y.
ANTHONY BARRETT.....	Brooklyn, N. Y.
A. J. HARDENBERGH	Brooklyn N. Y.
EDWARD J. RICHARDS	Brooklyn, N. Y.

Title of company, Brooklyn Elevated Railroad Company.
General offices at 81 Sands street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in January.
For information concerning this report, address Brooklyn Elevated Railroad Company.

FULTON ELEVATED.

LESSOR.

LESSEE — KINGS COUNTY ELEVATED.

(Date of charter, July 6, 1888.)

On the 4th day of February, 1888, a commission, consisting of Thomas S. Moore, George W. Almy, George W. Brown, Thomas McGrath and Eugene Doherty, was appointed by Hon. Alfred C. Chapin, mayor of the city of Brooklyn, under authority of chapter 606 of the Laws of 1875, and the acts amendatory thereof, to determine upon the questions involved in the petition of certa'n householders and taxpayers of the city of Brooklyn for the establishment of a steam elevated railway or railways within said city of Brooklyn.

On the 2d day of June, 1888, the commissioners so appointed determined the necessity for and fixed the routes for certain lines of elevated railways in the said city of Brooklyn, designated as Routes Nos. 1 and 2, and duly organized the Fulton Elevated Railway Company for the purpose of building the same, and to whom assent of the common council was granted. In the month of February, 1889, work was commenced by the company on Route No 2, and afterwards prosecuted under general contracts, the main work being begun March 24, 1889.

June 1, 1889, a lease was executed between the Fulton Elevated Railway Company and the Kings County Elevated Railway Company, by which the Kings County Elevated Railway Company undertook the operation and maintenance of Route No. 2 of the Fulton Elevated Railway Company, as and when completed and equipped, in readiness for use and operation, paying therefor an annual rental of two thousand (\$2,000) dollars, assuring the payment of interest at 5 per cent per annum upon the first mortgage bonds of said Fulton Elevated Railway Company to the extent of \$550,000 of bonds per mile of double track railway, as and when constructed, guaranteeing the payment as well of the principal of said bonds at the expiration of forty years from March 1, 1889, and covenanting sundry other premises and considerations in said lease contained; lease to continue in force for ninety-nine years from June 1, 1889.

A report of the operation of such portions of the Fulton Elevated Railway Company, Route No. 2, as have so far passed under the operation and control of the lessee, appears upon the annual report of the Kings County Elevated Railway Company.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

COMMON STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	3,000	\$300,000	\$300,000

Number of stockholders 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Mar. 1, 1889	40	p.c. 5	1929	Per mile. \$550,000	\$1,979,000	*

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land damages and right of way, including legal expenses.....	\$26,413 58	\$45,968 01
Shops, buildings and fixtures.....	14 00	66,261 58
Fuel and water stations.....	.....	7,053 17
Engineering expenses	3,252 51	17,296 59
Interest and discount charged to construction	2,920 71	75,268 08
Road built by contract	358,300 00	1,979,436 00
Incidentals	32 90	13,353 51
Stationery and printing.....	179 26	
General office expenses and supplies.....	95 47	
Other general expenses of construction.....	635 72	
Total cost of road.....	\$391,844 15	\$2,164,625 89

EQUIPMENT.

† Locomotives, (one added since last report).....	\$6,070 00	\$6,070 00
† Passenger cars .....	.....	.....
Total cost of equipment	\$6,070 00	\$6,070 00
Grand total cost of road and equipment.....	\$397,914 15	\$2,170,695 89

* Total bond issue to contractor for construction at rate of \$550,000 per mile.

† Twelve locomotives and fifty cars included in contract price for construction and equipment complete.

FULTON ELEVATED.

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DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Since last report many matters of right of way and land damages existing since the beginning of construction work have been settled and the cost thereof liquidated in the sum of.....	\$26,419 58
Shops, buildings and fixtures improved to extent of	14 00
Engineering expenses incident to extension of road to Montauk avenue	3,252 51
Interest and discount charged to construction	2,930 71
There has been constructed, furnished and equipped 0.672 miles of new structure, which includes 0.041 of crossovers, beginning at column 755 on eastern corner of Schenck avenue and Eastern parkway and continuing to column No. 822 in the middle of block on Eastern parkway between Milford and Logan streets. Upon this additional structure there are four new stations, viz: Montauk avenue, east and west bound, and at Linwood street, east and west bound. The bond issued to contractor for new structure under his contract has been .	\$28,300 00
There has also been advanced to him, in cash, as against bills to be rendered for extra work, to wit, station at Linwood street, not included in his contract	17,075 00
Total	\$407,015 80

Income Account for Year Ending June 30, 1892.

Rental from Kings County Elevated Railway Company, as lessee, to date.....	\$2,000 00
<i>Deductions from income, as follows, viz.:</i>	
Rentals, offices 346 Fulton street, Brooklyn.....	\$630 00
Taxes on property used in operation of road	382 80
Taxes on earnings and capital stock	430 00
	<u>1,442 80</u>
Surplus for year ending June 30, 1892	\$557 20

General Income Account.

Surplus for year ending June 30, 1892	\$557 20
Salaries general officers and clerks.....	\$970 00
Incidentals	506 00
	<u>1,370 00</u>
Total deficit June 30, 1892.....	\$812 80

DETAILED STATEMENT OF RENTALS.

Rent of general offices at 346 Fulton street, Brooklyn	\$630 00
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$2,170,095 89
Lands and buildings.....	34 500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$752 17
Open accounts.....	3,068 14
Suspense account.....	1,043 23
J. R. C., personal	17,075 00
J. R. C., contract	92,314 36
J. R. C., special account.....	832 80
Sundries.....	3,461 18
Taxes paid	
Interest on first mortgage bonds.....	
	<u>118,546 92</u>
	\$2,323,742 81

REPORT OF THE RAILROAD COMMISSIONERS

LIABILITIES.

Capital stock.....		\$300,000 00
Funded debt.....		1,979,000 00
Open accounts.....	Received Land and Improvement Company...	\$11,365 39
	Kings County Elevated Railway Company....	8,978 42
		15,343 81
Loans and bills payable.....		29,200 00
Refunded on account of shops, buildings and fixtures	\$109 00	
Deposit by Pullman Car Company	90 00	
		199 00
		<u>\$2,323,742 81</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Fulton street, near Lockman street, to town line of Jamaica, Queens county, L. I.....	3
Total of branches or other roads authorized.....	3.25
Main line laid, single track	2.677
Second track on main line	2.677
Third track on main line.....	.415
Sidings and turnouts on main line	2.79
Grand total of tracks, sidings and turnouts.....	7.349
Laid with steel rail, main line.....	7.349

EQUIPMENT.	Number owned
Locomotives, 6 drivers.....	13
First-class passenger cars	50

Eames' vacuum brake and hand brake on cars; steam brake on engines.
Union Switch and Signal Co. patent split switches on line of road.

Officers of the Company.

Name.	Title..	Official Address
EDWARD L. LANGFORD.....	President	346 Fulton st., Brooklyn, N. Y.
WALTER K. ROSSITER	Vice-President	346 Fulton st., Brooklyn, N. Y.
JOS. E. PALMER, Jr.....	Secretary and Treasurer....	346 Fulton st., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence
JAMES JOURDAN	Staten Island, N. Y.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
HENRY J. ROBINSON.....	New York city.
EDWARD L. LANGFORD	Brooklyn, N. Y.
WALTER K. ROSSITER	Brooklyn, N. Y.
JAMES O. SHELDON.....	New York city.
GEORGE W. CHAUNCEY	Brooklyn, N. Y.
EDWARD A. ABBOTT.....	New York city.
WENDELL GORDINIER	New York city.

Title of company, The Fulton Elevated Railway Company.

General office at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Thursday in June.

For information concerning this report address Joseph E. Palmer, Jr., Secretary

KINGS COUNTY ELEVATED.

(Date of charter, January 6, 1879, by organization.)

The actual construction of the railways of this company was begun on the Fulton street line in the early part of 1886, but the work was speedily interrupted and soon entirely arrested by hostile legal proceedings, annulling the validity of the charter and franchise of the company. This condition continued until March 22, 1887, when a decision of the Court of Appeals, adjudicating the validity of the charter and the completeness of the franchise as to Fulton street, removed all legal impediment to the prosecution of the work, and it was at once resumed with vigor. On the 24th of April, 1888, the construction had so far progressed as to allow of the opening of a section of 8.15 miles, extending between the Fulton ferry and the Brooklyn bridge on the west, and the intersection of Nostrand avenue on the east, for public use. On the thirtieth of May a further section of .68 mile to Albany avenue was opened, and on the twentieth of August a still further section of .37 mile to Utica avenue, thus making 4.15 miles of road operated.

By agreement of lease with the Fulton Elevated Railway Company, this company subsequently took possession of and began to operate so much of the road of the former company as had been completed for traffic, whereby a practical extension of the Fulton street line was secured, reaching from the former city line, above mentioned, into the present Twenty-sixth ward of the city of Brooklyn as far as the junction of East New York and Atlantic avenues, a distance of about five-eighths of a mile, including two stations.

A further extension of the operated line has been secured under the lease with the Fulton Elevated Railway Company; the main line being thereby carried eastward, within the Twenty-sixth ward, to the junction of Schenck avenue and the Eastern parkway, a distance of rather more than three-quarters of a mile. Three new passenger stations have thus been opened to traffic, and the extensive storage yards, coaling and watering stations, and machine and repair shops of the company, brought into full and convenient use.

The general facilities of the road have been enlarged by the construction of coaling and water stations adjacent to the storage yards in the Twenty-sixth ward and the securing of an independent water supply by the building of a well and pumping apparatus at the same point, the whole being upon the leased Fulton road.

Since 1891 an extension of the operated line has taken place, through the construction, by the Fulton Elevated Railway Company of a further section of its leased line on the Eastern Parkway. This newly finished section of about 3,320 feet extended the line from Schenck avenue to Montauk avenue, and included two new stations, at Linwood street and at Montauk avenue, which were opened for traffic February 22, 1892, and March 21, 1894, respectively.

Capital Stock and Funded Debt.

	COMMON.	
	Number of shares.	Total par value.
	Per mile.	Per mile.
Authorized by law or charter.....	6,000	\$600,000
Issued on account of construction and now outstanding.....	22,500	\$3,250,000
Number of stockholders		99

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage bonds.....	July 1, 1885	40	p.c.	Jan. & July	Per mile. \$550,000	\$3,377,000
† Second mortgage bonds.....	Jan. 25, 1888	50	5	April & Oct.	550,000	3,377,000
Second mortgage coupon scrip..	April 1, 1890	10	‡	April 1	606,550	484,700
Total						\$7,188,700

* Of the above issue of first mortgage bonds, \$200,000 bears interest at six per cent.

† The funding of the interest for the years 1890, 1891 and 1892 on the entire issue of second mortgage bonds in a debenture scrip is still in progress.

‡ One per cent first year, three per cent second year, five per cent third year, six per cent for seven years after.

Cost of Road and Equipment.

ROAD.	Add'tions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to Jan. 30, 1891.
Total cost of road and equipment up to June 30, 1891.....	.....	\$10,016,258 68
Foundation and structure	\$172 86	.....
Land damages	77,808 52	.....
Legal expenses.....	42,220 69	.....
Grand total cost of road and equipment	\$119,701 57	\$10,135,959 65

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$879,886 68
Less operating expenses (excluding all taxes)		500,159 48
Net earnings from operation		\$379,727 15
<i>Income from other sources, as follows, viz.:</i>		
Real estate		541 8
Gross income from all sources		\$380,268 95
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$187,016 25	
Rentals	2,000 00	
Taxes on property used in operation of road.....	\$31,902 90	
Taxes on earnings and capital stock	4,639 48	
Taxes other than above	1,422 53	
Guaranteed interest on Fulton Elevated Railway bonds	37,964 91	
Interest on loans, etc.....	27,016 66	
Real estate in occupancy.....	3,620 90	
	79 05	
		257,697 77
Surplus for year ending June 30, 1892		\$62,571 21

General Income Account.

Surplus for year ending June 30, 1892.....	\$62,571 21
Surplus up to June 30, 1891....	30,992 98
	\$93,564 19
Deduct amounts paid in settlement of taxes on real estate for 1890, and in the matter of municipal taxes, under orders of the Supreme Court.....	93,372 73
Total surplus June 30, 1892	\$191 44

DETAILED STATEMENT OF RENTALS

Amount paid to Fulton Elevated Railway Company under lease	\$2,000 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers.....		\$857,886 68
Advertising.....	\$6,999 96	
Electric wires.....	4,925 07	
Locomotive rental.....	65 00	
		11,990 03
Total gross earnings.....		\$879,886 68

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and structure.....	\$19,319 36
Repairs of stations, shops, docks, etc	4,639 15
Total.....	\$24,457 51

Maintenance of equipment:

Repairs of locomotives	\$21,782 11
Repairs of cars.....	17,557 81
Repairs of machinery and tools.....	1,007 23
Other expenses for maintenance of equipment.....	7,313 28
Total.....	\$48,283 43

KINGS COUNTY ELEVATED.

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Conducting transportation :

Wages of conductors and men.....	\$54,466 90
Wages of engineers and firemen.....	92,619 48
Fuel for locomotives.....	117,908 68
Oil and waste.....	3,098 76
Water supply.....	4,408 91
Other train supplies or expenses.....	18,262 95
Wages of station agents and clerks	70,446 40
Wages for labor at stations.....	11,675 50
Station supplies	10,982 88
Wages of watchmen, flagmen and switchmen	12,670 28
Other expenses for conducting transportation	4,605 25
Total	\$401,140 82

General expenses :

Salaries of general officers and clerks.....	\$86,472 00
General office expenses and supplies	8,774 92
Stationery and printing.....	5,189 27
Outside agencies and advertising	17 00
Legal expenses	15,682 88
Damage to cattle and property	21 60
Injuries to persons.....	300 00
Telegraph maintenance and operation.....	11,260 24
Other general expenses	8,628 81
Total	\$86,296 22

Grand total operating expenses..... \$560,159 48

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment \$10,185,959 65

Current assets, as follows, viz. :

Cash on hand.....	\$96,326 76
Due by agents	146 65
Open accounts	83,304 28
Materials and supplies	88,202 69
Fundries	56,483 44
Second mortgage bond subscription	65,200 00
Fulton Elevated Railway construction.....	14,586 53

Deferred interest on second mortgage bonds 854,250 35
434,700 00
\$10,924,910 00

LIABILITIES.

Capital stock \$3,250,000 00
Funded debt..... 7,188,700 00

Current liabilities, as follows, viz. :

Interest on funded debt due and accrued.....	\$94,270 88
Audited vouchers and pay-rolls.....	86,555 72
Open accounts	34,477 19
Loans and bills payable.....	308,666 65
Sundries.....	48 12
Mortgage on real estate.....	12,000 00

Profit and loss (surplus) 486,018 56
191 44
\$10,924,910 00

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried 17,357,982
Passenger train mileage 1,128,032

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses.....	\$867,896 60	\$560,159 48	\$307,737 12
Average per passenger carried.....	05	032271	017729

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Fulton ferry to former city line on Fulton street.....	6.14	2 8816	9.0216
Main line laid, single track.....	5.444	2.073	7.517
Second track on main line.....	5.444	2.073	7.517
Third track on main line.....	.570	.353	.923
Sidings and turnouts on main line.....	.328	2 724	3.052
Grand total of tracks, sidings and turnouts.....	12.280	7 241	19.521
Laid with steel rail, main line.....	12.280	7.241	19.521

Weight of rails per yard—steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length authorized.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Fulton Elevated Railway....	Fulton and Sack man sts.	City Line.....	2.8816	Leased	2.073	2.073

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brakes.
Locomotives, 4 drivers.....	30	18	48	50,000 54,000	48
First-class passenger cars.....	80	50	130	.....	130
Flat freight cars.....	6	.....	6	16,000	.....
Service cars.....	2	.....	2	2,000	.....
Total.....	8	.....	8	.....	.....

Passenger cars are equipped with Eames' vacuum brake and link and pin coupler Lorenz needle switches, with interlocking apparatus. None other in use.

Miscellaneous Statistics.

ITEM.	Entire No.
Telegraph owned and operated by company, miles.....	7 6
Road constructed and opened for business during the year, miles.....	.....

Passenger cars are heated by Martin anti-fire car-heater system, lighted by kerosene lamp and ventilated by Pullman tilting and Gilbert deck ventilators.

KINGS COUNTY ELEVATED.

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NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2
Employees	2	2
Total	3	1	4

EMPLOYEES.

Average number of persons employed (including officials) during the year, 550
 Aggregate amount of salaries and wages paid them during the year \$371,578 02

Officers of the Company.

Name.	Title.	Official Address.
JAMES JOURDAN	President	346 Fulton street, Brooklyn, N. Y.
WENDELL GOODWIN	Vice-President	346 Fulton street, Brooklyn, N. Y.
JAMES H. FROTHINGHAM	Treasurer	346 Fulton street, Brooklyn, N. Y.
HENRY J. ROBINSON	Secretary	346 Fulton street, Brooklyn, N. Y.
WILLIAM T. GOUNDIE	General Man. and Supt.	346 Fulton street, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
JAMES JOURDAN	Brooklyn, N. Y.
WENDELL GOODWIN	New York city.
HENRY J. ROBINSON	New York city.
EDWARD A. ABBOTT	New York city.
S. NEWTON SMITH	New York city.
AUGUST BELMONT	New York city.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
JAMES O. SHELDON	New York city.
WILLIAM A. READ	Brooklyn, N. Y.

Title of company, Kings County Elevated Railway Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address James H. Frothingham, Treasurer.

MANHATTAN.

(Date of charter, December 29, 1875.)

Organized November 10, 1875, under the Rapid Transit Act. (Chapter 806, Laws of 1875.)

On May 30, 1879, leased the lines of the New York Elevated Railroad Company and Metropolitan Elevated Railway Company, and on June 4, 1891, the lines of the Suburban Rapid Transit Company

For the year ending June 30, 1892, there are no changes to report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total per value.
Authorized by law or charter	300,000	\$30,000,000
Issued in exchange for New York, Metropolitan and old Manhattan stocks	259,039.80	25,902,980
Issued for Suburban Rapid Transit stock	40,000	4,000,000
Total now outstanding	299,039.80	\$29,902,980

Number of stockholders..... 928

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
Man. Ry. Co. consolidated mortgage...	Apr. 1, 1890	100	4	Apr. and Oct.	*\$40,000,000	\$10,175,000	\$9,157,500
New York El. R. R. first mortgage....	Jan. 1, 1876	80	7	Jan. and July	12,000,000	8,500,000	8,601,800
New York El. R. R. debenture bonds..	Mch. 1, 1886	80	5	Mch. and Sep.	1,000,000	1,000,000	1,000,000
Total.....	.....	.....	.....	.....	*	\$19,675,000	\$18,759,300

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Bridges, superstructure (including ties).....		\$45,156 89	} \$18,210,673 67
Land and land damage		922,158 94	
Passenger stations.....		36,985 15	
Legal expenses		96,116 88	
Total cost of road.....		\$1,100,417 36	\$18,210,673 67
EQUIPMENT.			
Locomotives.....		.....	\$653,916 16
Passenger and other cars.....		.....	1,550,686 43
Total cost of equipment .....		.....	\$2,213,602 59
Grand total cost of road and equipment.....		\$1,100,417 36	\$20,424,276 26

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$10,695,978 59
Less operating expenses (excluding all taxes).....		5,425,348 33
Net earnings from operation.....		\$5,270,630 17
<i>Income from other sources, as follows, viz.:</i>		
For news and advertising privileges	\$125,000 00	
For telegraph privileges	15,000 00	
		140,000 00
Gross income from all sources		\$5,410,630 17
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt of New York, Metropolitan and Manhattan Companies due and accrued.....	\$1,907,052 22	
Rentals	10,000 00	
Taxes on property used in operation of road.....	28,015 95	
Taxes on earnings and capital stock ..	94,579 89	
Taxes on structure and personal property	875,269 31	
		2,414,917 37
Net income from all sources.....		\$2,995,712 80
<i>Payments from net income, as follows, viz.:</i>		
Dividend declared 6 per cent on \$30,000,000 stock.....		1,800,000 00
Surplus for year ending June 30, 1892.....		\$1,195,712 80

* Part of this \$40,000,000 is for the purpose of taking up the several series of prior bonds of the New York Elevated Railroad Company and Metropolitan Elevated Railway Company.

General Income Account.

Surplus for year ending June 30, 1899.....	\$1,195,712 80
Surplus up to June 30, 1891.....	2,675,845 64
Total surplus June 30, 1899	<u>\$3,871,558 44</u>

DETAILED STATEMENT OF RENTALS.

Interest on New York Elevated Railroad first mortgage bonds.....	\$595,000 00
Interest on New York Elevated Railroad debenture bonds.....	50,000 00
Interest on Metropolitan Elevated Railway first mortgage bonds.....	649,080 00
Interest on Metropolitan Elevated Railway second mortgage bonds.....	840,000 00
Interest on Manhattan Railway consolidated 4 per cent bonds.....	872,972 22
	<u>\$1,907,052 22</u>
Rental to Metropolitan Elevated Railway Company	10,000 00
Total amount of rentals deducted from income.....	<u>\$1,917,052 22</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local.....	\$10,684,978 50
Mall	5,000 00
From New York and Northern Railway Company for terminal facilities.....	5,000 00
Total gross earnings.....	<u>\$10,695,978 50</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$366,548 34
Steel rails laid, 1 844 tons; cost, \$46,965.56.	
Repairs of structure.....	51,668 68
Repairs of bridges	11,669 48
Repairs of stations and shops.....	80,988 51
Other expenses for maintenance of way and structures.....	2,299 07
Total	<u>\$525,163 97</u>

Maintenance of equipment:

Repairs of locomotives.....	\$369,011 19
Repairs of cars.....	256,710 06
Repairs of machinery and tools.....	11,478 07
Other expenses for maintenance of equipment.....	110,544 04
Total.....	<u>\$747,743 36</u>

Conducting transportation:

Wages of conductors and guards.....	\$727,557 14
Wages of engineers and firemen	782,796 40
Fuel for locomotives	853,066 99
Oil and waste	79,893 75
Water supply	78,387 06
Other train supplies or expenses.....	49,778 28
Wages of station agents and gatemen	432,678 44
Wages for porters at stations	59,850 99
Station supplies	87,806 17
Wages of couplers, yardmen, flagmen and switchmen.....	152,766 18
Other expenses for conducting transportation.....	261,063 96
Total	<u>\$3,602,967 85</u>

General expenses:

Salaries of general officers and clerks.....	\$191,089 21
General office expenses and supplies.....	87,806 49
Stationery and printing	67,774 88
Advertising	4,437 38
Legal expenses.....	103,275 20
Damage to property.....	1,006 25
Injuries to persons	98,477 45
Telegraph maintenance and operation.....	28,965 44
Other general expenses	31,943 75
Total	<u>\$549,472 65</u>

Grand total operating expenses.....	<u>\$5,435,348 38</u>
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REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1893.

ASSETS.

Cost of New York Elevated road	\$18,210,673 67
Cost of New York Elevated railroad equipment.....	2,213,002 59

Current assets, as follows, viz.:

Stock of other companies	10,411,800 00
Real estate	1,680,840 53
Jay Gould, surety	300,000 00
Leases of road and equipment	14,014 000 00

Current assets as follows, viz.:

Cash on hand.....	\$1,007,100 28	
Bills receivable	1,463,878 47	
Due by agents	109 60	
Open accounts	5,455,020 50	
Materials and supplies.....	300,564 41	
Sundries.....	1,895,465 50	
		9,022,128 76
		<u>\$56,453,053 55</u>

LIABILITIES.

Capital stock	\$29,902,959 00
Funded debt.....	19,675,000 00
Stock agreement of August 1, 1884.....	8,620 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$149,822 70	
Dividends unpaid	45,299 00	
Audited vouchers and pay-rolls.....	618,874 04	
Open accounts.....	84,243 44	
Sundries.....	241,422 88	
		1,089,662 61
Convertible bond certificates.....		1,975,000 00
Profit and loss (surplus)		3,871,556 44
		<u>\$56,453,053 55</u>

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	213,602,745
Passenger train mileage.....	9,106,550

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail and miscellaneous earnings).....	\$10,695,978 50	\$5,425,348 33	\$5,270,630 17
Average per passenger carried.....	05	0254	0246
Average per passenger train per mile.....	1 20	62	58

ITEM.

Computed on earnings from carrying passengers only.	All k 1.
Average rate received per mile for carrying passengers, all classes.....	Com .

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State N. Y. E. R. R.	MILES LEASED, ALL IN NEW YORK STATE		Total miles, all in N. Y. State.
		Metropolitan E. R.	Suburban branch	
Main line authorized from South Ferry to Harlem river...	13.61	17.94	14.90	46.45
Total of branches or other roads, authorized.....	71	14	0.42	85.42
Main line laid, single track	13.61	17.94	3.74	35.29
Branches, or other roads, laid single track.....	71	14		85
Total single track	14.32	18.08	3.74	36.14
Second track on main line.....	13.61	17.94	3.74	35.29
Second track branches, or other roads	71	14		85
Total second track	14.32	18.08	3.74	36.14
Third track on main line	4.6	4.60	14	9.48
Sidings and turnouts on main line	0.05	9.40	2.40	11.85
Sidings and turnouts on branches or other roads..	41	1		42
Total sidings and turnouts	0.46	9.50	2.40	12.36
Grand total of tracks, sidings and turnouts.....	29.77	50.35	10.02	90.14
Laid with steel rail, main line.....	37.32	50.08	10.02	97.42
Laid with steel rail, branches or other roads.....	1.43	20		21.43

Average life of rails — steel, 15 years; average life of ties, 10 years; weight of rails per yard — steel, maximum, 90 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Entire length in New York city.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
New York Elev. R. R.	South Ferry.	53d street to 9th ave. (one-half only from 53d st.)	5.58	Owned	5.58	5.58
	South Ferry....	Harlem river and 3d ave.	8.08	Owned	12.34	12.34
	City Hall	Chatham square (one-half only from intersection of Chambers street)	22	Owned.	.25	.25
	34th street and 3d avenue ..	34th street and East river	.81	Owned	.42½	.42½
	42d street and 3d avenue ..	Grand Central Depot.....	.16	Owned.	.24	.24
			14.82	.....	19.87½	19.87½
Metropolitan Elev. Ry.	Morris and New Church	59th street and 6th avenue.	4.85	Leased	5.74½	5.74½
	Chatham square	129th street and 3d avenue.	7.44	Leased	9.58	9.58
	53d street and 6th avenue.....	159th street and 8th avenue (one-half only from 53d street to 83d street)	5.36	Leased.	9.26	9.26
	Intersection of Chatham and Chambers sts.	Chatham square (one-half)	.14	Leased	.14½	.14½
	Pearl and Beaver streets	Chatham square (one-half)	41	Leased	.44½	.44½
			18.08	.....	25.17½	25.17½
Suburban Rapid Transit Railway.....	129th street and 3d avenue....	177th street and 3d avenue.	9.74	Leased.	5.01	5.01

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.
Locomotives, 4 drivers	158	176	334	\$4,257	{ *45,680 +59,000 }	15	34
First-class passenger cars	452	595	1,047	2,710	{ *28,150 +26,960 }	.....	1,047
Service cars	14	15	29	808	28,040	.....	29

Passenger cars equipped with Eames' vacuum brake and standard draw-bar link and pin.
Twenty towers at junctions and terminals equipped with Lorenz safety switch, and in almost constant use.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	37
Cost of real estate now held by company, exclusive of that used in operation....	\$274,800
Total assessed value of real estate and personal property of company, N. Y.. \$4,475,050; Man., \$10,095,833	14,570,883
Length of steel rails laid during year in repair, miles.....	26 27-100

Passenger cars are heated by steam, principally Gold's patent, lighted with oil and ventilated by tipping sash in deck roof and Creamer ventilators.
The United States government pays \$5,000 per annum for transportation of mails over all lines operated by this company on Manhattan island.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers .....	.....	3	3
Employees	8	6	14
Others.....	1	.....	1
Total	9	9	18

EMPLOYEES.

Average number of persons employed (including officials) during the year	5,100
Aggregate amount of salaries and wages paid them during the year	\$3,437,214 71

Officers of the Company.

Name.	Title.	Official Address.
JAY GOULD.....	President.....	71 Broadway, N. Y. city.
GEORGE J. GOULD.....	First Vice-President	71 Broadway, N. Y. city.
FRANK K. HAIN.....	Second Vice-President and General Manager.	71 Broadway, N. Y. city.
DANIEL W. MCWILLIAMS...	Secretary and Treasurer.....	71 Broadway, N. Y. city.
E. F. J. GAYNOR	Auditor	71 Broadway, N. Y. city.
CHAS. P. MCFADDIN.....	General Ticket Agent	71 Broadway, N. Y. city.
JOHN WATERHOUSE.....	Chief Engineer.....	71 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
CHESTER W. CHAPIN.....	New York city.
T. C. EASTMAN.....	New York city.
JAY GOULD.....	New York city.
GEORGE J. GOULD.....	New York city.
EDWIN GOULD.....	New York city.
ROBERT M. GALLOWAY	New York city.
FRANK K. HAIN.....	New York city.
J. PIERPONT MORGAN.....	New York city.
RUSSELL SAGE	New York city.
SAMUEL SLOAN	New York city.
SIMON WORMSER.....	New York city.

* Manhattan.

† Suburban.

Title of company, Manhattan Railway Company.
General offices at 71 Broadway, New York.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in November.
For information concerning this report, address Manhattan Railway Company.

METROPOLITAN ELEVATED.

(Date of charter, June 17, 1872.)

The Metropolitan Elevated Railway Company is the successor of the Gilbert Elevated Railway Company, which was incorporated under chapter 835, Laws of 1872.
The lines of this company are leased to the Manhattan Railway Company, under an agreement dated May 20, 1879.
For the year ending June 30, 1892, there are no changes to report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
*Authorized by law or charter and issued to the New York Loan and Improvement Company for road built, per contract.....	65,000	\$6,500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	July 10, 1878	30	P.C. 6	Jan. and July...	\$10,818,000	\$10,818,000
Second mortgage	Nov. 1, 1879	20	6	March and Nov.	4,000,000	4,000,000
Total					\$14,818,000	\$14,818,000

NOTE.— \$8,500,000 first mortgage bonds were issued to the New York Loan and Improvement Company for road built, per contract; \$2,318,000 first mortgage and \$4,000,000 second mortgage were issued to the Manhattan Railway Company to complete the construction and equipment.

Cost of Road and Equipment.

Total cost up to June 30, 1892.

Ballast, bridges, superstructure (including ties), rails, land, land damages, passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations, engineering expenses, interest and discount charged to construction, road built by contract, purchase of constructed road, telegraph line.....	Stock	\$6,500 000
	Bonds	14,818,000
	Grand total cost of road and equipment	\$21,318,000

* Only \$88,200 of this stock remains outstanding, the large majority having been exchanged for Manhattan Railway Company consolidated capital stock.

Income Account for Year Ending June 30, 1892.

Rental from Manhattan Railway Company	\$10,000 00
Interest account.....	346 41
* Gross income from all sources.....	\$10,346 41

General Income Account.

Surplus for year ending June 30, 1892	\$10,346 41
Surplus up to June 30, 1891.....	70,490 41
Total surplus June 30, 1892	\$80,766 82

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$21,818,000 00
Other permanent investments, viz.:	
Legal deposit for appeal	32,435 94
Current assets, as follows, viz.:	
Cash on hand.....	\$25,823 15
Sundries.....	83,664 83
	59,487 98
	\$21,409,922 72

LIABILITIES.

Capital stock	\$6,500,000 00
Funded debt.....	14,818,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$60 00
Dividends unpaid	11,095 90
	11,155 90
Profit and loss (surplus)	80,766 82
	\$21,409,922 72

Officers and Directors of the Company.

Same as the Manhattan Railway Company, ante.

Title of company, Metropolitan Elevated Railway Company.
General offices at 71 Broadway, New York city.
Date of close of fiscal year, June 30.
For information concerning this report, address Manhattan Railway Company.

SEA VIEW.

(Date of charter, June 14, 1886.)

This road was formerly the Coney Island Elevated Railway, which was sold at foreclosure April 21, 1886; the purchasing parties then organized the present company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,000	\$250,000 00
Issued on account of purchase of road.....	3,808	\$190,139 00
Issued for scrip	12.05	612 50
Total now outstanding	3,815.05	\$190,751 50
Grand total of common stock now outstanding		\$190,751 50
Number of stockholders.....		32

* See report of Manhattan Railway Company for further income.

FUNDED DEBT

DESIGNATION OF LIEN	Date	Term, years	INTEREST		Amount authorized	Amount outstanding	Cash realized amount outstanding
			Rate	When payable			
First mortgage	Jan. 1 1887	20	4%	July & Jan.	\$170,000	\$27,500	\$27,500

Cost of Road and Equipment.

	Amounts or betterments during year ending June 30, 1892	Total cost of road and equipment up to June 30, 1892.
Purchase of constructed road with station		\$ 90,752 54
Pavilion	\$208 12	208 12
Cash cost of road and equipment up to June 30, 1891		24,577 91
Total cost of road and equipment	\$208 12	\$ 115,538 57

Income Account for Year Ending June 30, 1892

Gross earnings from operation		\$14,730 58
Less operating expenses (excluding taxes)		11,028 31
Gross income from all sources		\$ 3,702 27
<i>Deductions from income as follows:</i>		
Interest on funded debt due and accrued	\$1,328 47	
Taxes on property used in operation of road	84 32	
Taxes on earnings and capital stock	79 14	
		1,492 93
Surplus for year ending June 30, 1892		\$ 2,209 34

General Income Account.

Surplus for year ending June 30, 1892	\$2,209 34
Surplus up to June 30, 1891	5,708 14
Total surplus June 30, 1892	\$7,917 48

Analysis of Gross Earnings and Operating Expenses

EARNINGS

Passengers, local	\$19,730 58
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OPERATING EXPENSES

<i>Maintenance of way and structures</i>	
Repairs of track and structure	\$2,077 60
Repairs of stations, sheds, fences, etc.	73 79
Total	\$2,151 39
<i>Maintenance of equipment</i>	
Repairs of locomotives	\$1,167 09
Repairs of cars	71 35
Total	\$1,238 44

<i>Conducting transportation :</i>	
Wages of conductors and men	\$886 00
Wages of engineers and firemen.....	1,525 37
Fuel for locomotives	609 50
Oil and waste.....	284 18
Water supply.....	172 27
Other train supplies or expenses	100 00
Wages of station agents and clerks.....	769 25
Station supplies	103 46
Wages of watchmen, flagmen and switchmen	277 73
Electric lights	282 30
Total.....	\$5,019 25
<i>General expenses :</i>	
Salaries of general officers and clerks.....	\$800 00
General office expenses and supplies.....	346 59
Stationery and printing.....	6 73
Rent	1,200 00
Insurance.....	206 00
Total	\$2,619 25
Grand total operating expenses.....	\$11,088 31

General Balance Sheet June 30, 1898.

ASSETS.	
Cost of road	\$315,598 57
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	9,738 59
	\$325,337 16
LIABILITIES.	
Capital stock	\$190,732 54
Funded debt.....	27,500 00
Open accounts	1,010 94
Profit and loss (surplus)	6,068 08
	\$325,332 16

Traffic and Mileage Statistics.

ITEM.	
Number of passengers carried.....	291,686
Number of passengers carried one mile.....	291,686
Passenger train mileage.....	24,540

ITEM.	Earnings.	Expenses.	Profit
Passenger earnings and expenses (including miscellaneous earnings).....	\$13,780 58	\$11,028 81	\$2,752 27
Average per passenger carried.....	047	0877	0098
Average per passenger per mile	047	0877	0098
Average per passenger train per mile.....	584	4524	11 16

ITEM.	Per Passenger
Computed on earnings from carrying passengers only.	Cents.
Average rate received per mile for carrying passengers, all classes	4.79

Description of Road and Equipment.

TRACK.		Miles owned in N. Y. State.
Main line laid from Brighton Beach to West Brighton Beach, Coney Island, single track		1
Second track on main line.....		1
Sidings and turnouts on main line.....		2.3
Total sidings and turnouts		2.3
Laid with iron rail, main line.....		1
Average life of rails—iron, 5 years; average life of ties, 5 years; weight of rail per yard—iron, 50 lbs ; gauge of track, 4 feet 8½ inches.		

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	3	Feet. 800
Wooden trestles.....	3	4,400
Total.....	5	5,200

EQUIPMENT.	Number owned	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	7	7	.....
First-class passenger cars.....	7	7	7

Eames' vacuum brake and Granger's automatic coupler used on cars.
Wharton split switches only on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road under grade.....	3
Highway crossings under grade.....	4

Passenger cars are summer cars; no heating required. Cars are lighted with kerosene and ventilated by ventilation in roof.

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	28
Aggregate amount of salaries and wages paid them during the year.....	\$7,071 70

Officers of the Company.

Name	Title.	Official Address.
F. A. SCHROEDER.....	President.....	Brooklyn, N. Y.
I. M. BON.....	Treasurer.....	Brooklyn, N. Y.
WM. FINLEY.....	Superintendent and M. of M....	Flatbush, N. Y.
GEO. VARELMANN.....	Secretary.....	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
I. M. BON.....	Brooklyn, N. Y.
F. A. SCHROEDER.....	Brooklyn, N. Y.
JAMES JOURDAN.....	Brooklyn, N. Y.
E. L. LANGFORD.....	Brooklyn, N. Y.
JOSEPH FAHY.....	Brooklyn, N. Y.
FELIX CAMPBELL.....	Brooklyn, N. Y.
JESSE JOHNSON.....	Brooklyn, N. Y.
H. C. MANGLES.....	Brooklyn, N. Y.
A. R. JOHNSON.....	Brooklyn, N. Y.
ALONZO SLOTE.....	Brooklyn, N. Y.
D. H. VALENTINE.....	Brooklyn, N. Y.
H. VON DEIBEN.....	Brooklyn, N. Y.
GEO. VARELMANN.....	Brooklyn, N. Y.

Title of company, Sea View Railroad.

General offices at Flatbush, N. Y.

Date of close of fiscal year, September 30

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address Wm. Finley, Superintendent and M. of M.

SUBURBAN RAPID TRANSIT.

LESSOR.

LESSEE — MANHATTAN.

The Suburban Rapid Transit Company was organized under chapter 606 of the Laws of 1875, known as the Rapid Transit Act, by commissioners appointed by the mayor of the city of New York, on the 6th day of March, 1880, the certificate of such organization having been filed in the office of the Secretary of State of New York on the 19th day of October, 1880, and a duplicate thereof in the office of the clerk of the county of New York on the 28th day of October, 1880.

The bridge across the Harlem river at One Hundred and Twenty-ninth street and Second avenue, the joint structure (a four-track viaduct) from the north end of the bridge to One Hundred and Thirty-second street, and the stem line from One Hundred and Thirty-second street to One Hundred and Forty-third street (making in all 0.96 miles) has been completed, and the same was opened to the public on the 17th day of May, 1886, and has been running regularly since.

The rights, franchises, etc., of the New York, Fordham and Bronx Railway Companies were acquired under leases dated March 17, 1886, and subsequently by merger agreements dated April 9th and 27th, 1886 (certificates of which were duly filed with the Secretary of State and Register of New York county).

Contracts were then let for the masonry and superstructure for an elevated structure on Third avenue under the rights and franchises of said companies. Of the said companies one was organized under chapter 140 of the Laws of 1850, and the other under chapter 606 of the Laws of 1875, designated the Bronx and Fordham Companies respectively.

During 1887 the road was extended from One Hundred and Forty-third street, between Willis and Alexander avenues, to One Hundred and Sixty-first street and Third avenue, making in all (One Hundred and Twenty-ninth street, south side of river, to One Hundred and Sixty-first street and Third avenue), 2.16 miles.

Subsequently the road was extended from One Hundred and Sixty-first street and Third avenue to One Hundred and Seventieth street and Third avenue (the northern boundary of the twenty-third ward). Still later, the connection between Second and Third avenues in One Hundred and Twenty-ninth street was completed.

On June 4, 1891, the Manhattan Railway Company leased and began operating the lines of this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	66,000	\$6,600,000	.....
Issued for actual cash.....	6,000	600,000	\$600,000
Issued for stock of Fordham and Bronx Co.'s ..	418.65	41,865	.....
Issued on account of construction.....	88,581.85	8,358,185	.....
*Total now outstanding.....	40,000	\$4,000,000	.....

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Grading		\$822 44
Bridges.....		205,805 22
Superstructure (including ties)		33,349 66
Land		505,331 34
Fences.....		2,574 01
Passenger stations.....		26,718 25
Engine and car houses		46,906 00
Fuel and water stations		2,000
Engineering expenses		159,421
On account road built by contract		81,128
Telegraph line.....		216
Elevated structure		243,259
Buildings		2,936
Miscellaneous construction (other than above)		258,509
Total cost of road.....		\$1,569,945

* The capital stock of this company has been exchanged for a like amount (\$4,000,000) of Manhattan Railway consolidated capital stock.

SUBURBAN RAPID TRANSIT.

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EQUIPMENT.

Locomotives.....	\$46,788 85
Passenger cars.....	61,008 78
Total cost of equipment.....	\$107,795 13
Grand total cost of road and equipment.....	\$1,077,840 19

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$1,560,845 06
Cost of equipment.....	107,795 13
Other permanent investments, as follows, viz.:	
New Jersey Railway Construction Company.....	2,342,880 83
Current assets, as follows, viz.:	
Cash on hand.....	\$54,916 14
Open accounts.....	5 77
Materials and supplies.....	7,938 53
	62,860 44
	\$4,063,971 46

LIABILITIES.

Capital stock.....	\$4,000,000 00
Open accounts.....	1 535 20
Bonds and mortgages.....	10,500 00
Profit and loss (surplus).....	71,936 26
	\$4,063,971 46

Officers and Directors of the Company.

See report of Manhattan Railway Company, Lessee, ante.

Title of company, The Suburban Rapid Transit Company.

General offices with Manhattan Railway Company, 71 Broadway, New York city

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, see report of Manhattan Railway Company, lessee.

For information concerning this report address Manhattan Railway Company.

REPORTS
OF THE
PALACE-CAR AND SLEEPING-CAR
COMPANIES.

MANN'S BOUDOIR CAR COMPANY.

(Date of charter, July 11, 1881.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

COMMON		
	Number of shares	Total par value.
Authorized by law or charter.....	10,000	\$1,000,000
Issued for actual cash and on account of construction.....	1,000	\$100,000
Issued for patents	9,000	900,000
Total now outstanding.....	10,000	\$1,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds.....	July 1, 1886	20	p. d 6	Jan. & July	\$700,000	\$700,000

Cost of Equipment.

Total cost up to June 30, 1892.

Sleeping and parlor cars \$918,755 87

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$148,758 70
Less operating expenses (excluding all taxes)	195,589 87
Net loss from operation	\$46,830 17
Loss from other sources, as follows, viz.:	
Buffet service.....	\$2,458 26
Loss on manufacture at Ludlow shops.....	5,849 70
	7,308 96
Gross loss from all sources.....	\$54,139 13
Additions to loss, as follows, viz.:	
Interest on funded debt due and accrued.....	\$42,000 00
Taxes on property used in operation.....	199 02
	42,199 02
Deficit for year ending June 30, 1892.....	\$96,338 15

General Income Account.

Deficit for year ending June 30, 1892.....	\$96,338 15
Deficit up to June 30, 1891	158,994 51
Total deficit June 30, 1892.....	\$255,332 66

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, through and local \$148,758 70

OPERATING EXPENSES.

<i>Maintenance of equipment :</i>	
Repairs of cars.....	\$69,826 25
Other expenses for maintenance of equipment, etc.....	30,089 08
Total	<u>\$99,915 33</u>
<i>Conducting transportation :</i>	
Wages of conductors and men	\$28,000 16
Train supplies or expenses.....	19,908 22
Wages and expenses of station agents and clerks.....	16,977 28
Total	<u>\$64,885 66</u>
<i>General expenses :</i>	
Salaries of general officers and clerks, general office expenses and supplies, stationery and printing.....	\$9,565 07
Legal expenses.....	594 27
Other general expenses.....	20,643 94
Total	<u>\$30,733 28</u>
Grand total operating expenses.....	<u><u>\$195,588 87</u></u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of cars.....		\$918,755 57
<i>Other permanent investments, as follows, viz.:</i>		
Patents	\$905,242 48	
Cost of shops at Ludlow, Ky	9,469 95	
		<u>914,712 43</u>
<i>Current assets, as follows, viz. :</i>		
Open accounts.....	\$1,496 67	
Materials and supplies	85,456 88	
		<u>86,953 55</u>
Profit and loss (deficiency).....		255,889 47
		<u><u>\$2,120,250 52</u></u>

LIABILITIES.

Capital stock.....		\$1,000,000 00
Funded debt.....		700,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$147,000 00	
Audited vouchers and pay-rolls	326 28	
Open accounts.....	278,924 54	
		<u>426,250 82</u>
		<u><u>\$2,126,250 82</u></u>

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried 102,733

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$148,758 70	\$195,588 87	\$46,830 17
Average per passenger carried.....	1 45	1 91	

Traffic and Mileage Statistics — (Continued).

EQUIPMENT.	Total number	Average cost of each	Maximum weight of each in lbs	No. equipped with patent brake.	No. equipped with patent coupler.
First-class sleeping and parlor cars.....	50	\$10,400 25	102,000 (175,000)	56	56

Cars are equipped with Westinghouse air brake and Janney, Miller and Cowell couplers and are heated by Baker heater, lighted with oil and ventilated by Mann's patent ventilators.

Miscellaneous Statistics.

EMPLOYEES.

Average number of persons employed (including officials) during the year 171
Aggregate amount of salaries and wages paid them during the year..... \$82,337 79

Officers of the Company.

Name.	Title.	Official Address.
T. H. WICKES	President	Chicago, Ill.
S. W. BRETZFIELD.....	Vice-President and Pur. Agent., ..	New York city.
C. A. GARCHON.....	General Superintendent.....	Chicago, Ill.
E. A. JEWETT.....	Assistant Superintendent	Chicago, Ill.
GEO. M. GRAY.....	General Ticket Agent	Chicago, Ill.
S. WILSON	Secretary	New York city
A. S. WEINSTEINER.....	Treasurer	Chicago, Ill.
J. S. RUNNELS.....	General Counsel	Chicago, Ill.
F. C. N. ROBERTSON.....	Auditor	Chicago, Ill.
GEO. GOLDSMITH.....	Acting Commissary.....	Chicago, Ill.

Directors of the Company.

Name.	Residence.
T. H. WICKES.....	Chicago, Ill.
S. W. BRETZFIELD...	New York city
SAMUEL WILSON.....	New York city.
W. A. RANSON	New York city.
EDWARD C. MEERER.....	New York city
JAMES MARTIN.....	Philadelphia, Pa.
J. H. SIMS.....	Jersey City, N. J.
H. A. JAMES.....	Jersey City, N. J.

Title of company, Mann's Boudoir Car Company.

General offices at Chicago, Ill.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address F. C. N. Robertson, Auditor.

WAGNER PALACE-CAR.

This statement includes all the operations of the company (a joint-stock association) in sixteen States and the Dominion of Canada.

Gross earnings	\$3,558,235 70
* Expenses paid	3,455 56 96
Gross income from all sources	\$102,789 74

For information concerning this report, address James D. Taylor, Secretary and Treasurer, New York city.

* Includes betterments and building of new cars.

REPORTS
OF
SURFACE STREET RAILROAD COMPANIES.

ALBANY.

(Date of charter, September 14, 1868.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	7,500	\$750,000	.....
Issued for actual cash	2,009.8	\$200,980	.....
Issued on account of construction and equipment	5,490.2	549,020	.....
Total now outstanding	7,500	\$750,000	\$201,887 45

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	Jan. 1, 1905	p.c. 5	Jan. 1 & July 1	\$40,000	.....
Second mortgage.....	May 1, 1898	7	Nov. 1 & May 1	20,000	.....
Third mortgage.....	July 1, 1895	7	Jan. 1 & July 1	28,500	.....
Fourth mortgage.....	Mar. 1, 1905	6	Mar. 1 & Sept. 1	11,500	.....
Fifth mortgage.....	Sept. 1, 1913	5	Mar. 1 & Sept. 1	50,000	.....
Consolidated mortgage.....	Jan. 1, 1890	5	Jan. 1 & July 1	850,000	.....
Debenture bonds.....	Nov. 1, 1901	6	Nov. 1 & May 1	200,000	.....
North and East Greenbush Horse Railroad Co. bonds	May 1, 1911	5	Nov. 1 & May 1	30,000	.....
Total.....	.....	....	.....	\$730,000	\$668,833 79

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Road-bed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure; electric appliances pertaining to road and superstructure; right of way.	\$66,961 08	\$445,352 90
Real estate.....	.....	85,339 46
Buildings and fixtures, exclusively used for electric purposes; all other buildings and fixtures.....	5,197 16	123,363 88
Interest and discount charged to construction	42,784 57	74,772 70
Total cost of road	\$114,942 81	\$678,828 94

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses, harness, cars, other than motor cars.....	\$26,251 80	\$87,536 86
Motor cars and fixtures.....	71,521 29	672,450 16
Wagons, trucks, snow-plows and sleighs .....	.....	61,732 98
Total cost of equipment	\$97,773 09	\$821,740 00
Grand total cost of road and equipment.....	\$212,715 90	\$1,500 568 94

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

During the year there was expended for rails, ties, chairs, spikes, cartage, labor, sand, paving blocks, switches, crossovers, etc., used in the new track on Clinton avenue and used in strengthening track on other streets made necessary by the change from horse cars to electric cars	\$66,961 08
Additions and betterments to buildings	5,197 16
Interest on temporary loans and discount on debenture bonds	42,784 57
Horse cars, horses and entire equipment of the North and East Greenbush Horse Railroad Company, less cars and old material sold	26,251 80
Ten open car bodies, ten box car bodies, twenty-five trucks, forty full electric car equipments and other fixtures	71 521 29
	\$212,715 90

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$363,952 09
Less operating expenses (excluding all taxes)	161,111 43
Net earnings from operation	\$102,841 26
Income from other sources, as follows, viz.: Turnpike	1,940 24
Gross income from all sources.....	\$104,781 50

Deductions from income, as follows, viz.:

Taxes on property used in operation of road, on earnings and capital stock and all other taxes	\$10,622 68
Interest on funded debt due and accrued	86,355 92
Rentals	8,799 33
North and East Greenbush Horse Railroad transfers.....	211 20
Bridge toll.....	3,226 45
	59,215 56
Net income from all sources.....	\$45,565 92
Payments from net income, as follows, viz.: Dividends declared, 6 per cent on capital stock.....	45,000 00
Surplus for year ending June 30, 1892.....	\$55 92

General Income Account.

Surplus for year ending June 30, 1892	\$55 92
Deficit up to June 30, 1891	16,732 4
Total deficit June 30, 1892.....	\$16,176 4

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$363,952 09

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures.....	\$10,901 34
Repairs of buildings and fixtures, exclusively used for mechanical power.....	492 00
Repairs of all other buildings and fixtures.....	25,176 48
Repairs of cars (not motors) and other vehicles, repairs of motor cars and fixtures, repairs of harness and stable equipment, horseshoeing, renewals of horses and mules, provender (including expenses of grinding) including hostlers, etc.....	3,180 00
Salaries of general officers and clerks.....	8,440 34
Wages of conductors and drivers on horse cars and motor men on cars propelled by mechanical traction, watchmen, starters, switchmen, roadmen, etc.....	68,086 80
Wages of engineer, firemen and all other employed at power-house and car house and supplies used at power house and car house.....	21,197 52
Light and fuel, other than at power house.....	851 56
Fuel used at power house and car house.....	10,209 44
Water tax.....	97 36
Damages to persons and property.....	233 15
Legal expenses.....	481 65
Advertising, printing and office expenses.....	2,125 41
Insurance.....	6,899 61
Removal of snow and ice.....	1,202 05
Contingencies.....	1,506 72
Total operating expenses.....	\$161,111 48

RENTALS

Rental items consists of office rent, etc.....	\$473 33
Rental of Watervliet Turnpike and Railroad Company.....	8,326 00
	\$8,799 33

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$678,828 94
Cost of equipment.....	821,740 00
Other permanent investments, as follows, viz.:	
Watervliet Turnpike and Railroad Company's bonds.....	20,359 50
Current assets, as follows, viz.:	
Cash on hand.....	\$16,591 89
Open accounts.....	456 56
Supplies on hand.....	37,211 27
	54,259 22
Profit and loss (deficiency).....	16,166 44
	\$1,591,354 10

LIABILITIES.

Capital stock.....	\$750,000 00
Funded debt.....	729,893 04
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	\$21,259 37
Bills payable.....	20,000 00
Open accounts.....	701 69
	111,961 06
	\$1,591,354 10

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches.....	12.578
Sidings on main line and branches.....	3.974
Total length of all tracks and sidings owned.....	16.552
Total length of all tracks and sidings leased.....	15.536
Grand total length of all tracks and sidings owned and leased.....	32.088

Weight of rail per yard.....	50 to 72 lbs.
Gauge of track.....	4 ft. 8 1/4 ins.
Number of box cars, not motors.....	24
Open cars, not motors.....	4
Horses.....	29
Number of motor cars (seven extra bodies).....	69
Schedule time making trip one way.....	22 1/2 & 45 mins.
Cars are run.....	Every 2 1/2 to 5 mins.
Rate of fare per passenger.....	5, 6, 8 & 10 cts.
Number of passengers carried in cars during year.....	5,177,814
Average number of employes (including officials) during year.....	275

REPORT OF THE RAILROAD COMMISSIONERS.

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General manager.....		\$3,000 00
Superintendent.....		1,900 00
Cashier.....		884 00
Bookkeepers.....		1,800 00
Clerks.....		1,973 40

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 98
Drivers.....	12	1 98
Starters.....	12	1 80
Watchmen.....	12	\$1 30 and 1 50
Switchmen.....	10	1 50
Roadmen.....	10	1 65
Hostlers.....	10	1 30
Blacksmiths.....	10	2 00 and 2 25
Painters.....	10	2 00 and 2 50
Engineers.....	8	2 00 and 3 00
Firemen.....	8	2 00
Oilers.....	8	1 50
Motor repairers.....	10	1 50 and 1 75
Linemen.....	10	1 50 and 2 50
Carpenters.....	10	2 50 and 3 00

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	2	.....	2
Others, not employees.....	8	2	10
Total.....	10	2	12

Officers of the Company.

Name.	Title.	Official Address.
ROBERT C. PRUYN.....	President.....	Quail and West sts., Albany, N. Y.
JAMES MCCREDIE.....	Secretary.....	Quail and West sts., Albany, N. Y.
JOHN MCNAMARA.....	Treasurer.....	Quail and West sts., Albany, N. Y.
JOHN J. O'CONNOR, E. S. FASSETT..	Superintendents..	Quail and West sts., Albany, N. Y.

Directors of the Company.

Name.	Residence.
ROBERT C. PRUYN.....	Albany, N. Y.
ANTHONY N. BRADY.....	Albany, N. Y.
JOHN W. MCNAMARA.....	Albany, N. Y.
JAMES H. MANNING.....	Albany, N. Y.
A. BLEECKER BANKS.....	Albany, N. Y.
JAMES ROONEY.....	Albany, N. Y.
ANDREW S. DRAPER.....	Albany, N. Y.
JAMES MCCREDIE.....	Albany, N. Y.
J. IRVING WENDELL.....	Albany, N. Y.
WILLIAM MCEWAN.....	Albany, N. Y.
JOHN G. MYERS.....	Albany, N. Y.
SIMON W. ROSENDALE.....	Albany, N. Y.
ELNATHAN SWEET.....	Albany, N. Y.

Title of company, The Albany Railway.
General offices at Quail and West streets, Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in October.
For information concerning this report, address John W. McNamara, Treasurer.

AMSTERDAM.

(Date of charter, February 5, 1878.)

Organized under the act of 1880. Run until December 20, 1890, as a horse railroad, since that time as an electric system. It also supplies electricity from its power station under contract with the Amsterdam Arc Light Company and the Edison Electric Light and Power Company of Amsterdam. Consent of common council to change of motive power April 16, July 2 and September 5, 1890. Consent of Railroad Commissioners July 22, 1890, and June 3, 1891

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total Par value.
Authorized by law or charter.....	2,500	\$250,000
Issued for actual cash.....	550	\$55,000
Issued on account of construction, franchise, right of way, real estate, power station, etc.....	1,950	195,000
Total now outstanding	2,500	\$250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	Oct. 1, 1920	p.c 6	Oct. & April	\$150,000	\$150,000 00
First mortgage	Oct. 1, 1920	5	Oct. & April	20,000	16,699 49

Cost of Road and Equipment.

Total cost up to June 30, 1892

* Road built by contract, property and real estate secured, and equipment furnished under contract \$496,738 63

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$43,301 95
Less operating expenses (excluding all taxes).....	31,247 80
Gross income from all sources	\$12,054 65
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$678 74
Interest on funded debt due and accrued	4,500 00
	5 078 74
Net income from all sources.....	\$6,975 91
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared one per cent on capital stock	2,500 00
Surplus for year ending June 30, 1892	\$4,475 91

General Income Account.

Surplus for year ending June 30, 1892	\$4,475 91
Surplus up to June 30, 1891.....	420 19
Surplus prior to January 1, 1891.....	760 57
	\$5,671 60
Amount charged off to profit and loss.....	\$65 66
Interest and discount.....	60 74
	125 80
Total surplus June 30, 1892	\$5,546 30

* This investment includes power-station, car houses, equipment, etc., including generating apparatus for electric current to be supplied by our company under its contract with other companies.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$22,735 45
Sales of current, electric light contracts.....	20,546 49
Total gross earnings.....	<u>\$43,301 95</u>

OPERATING EXPENSES.	
Repairs of roadbed and track	\$516 23
Repairs of buildings and fixtures.....	2,063 02
Repairs and renewals of cars, motors and other vehicles.....	2,066 76
Salaries of general officers and clerks.....	3,390 28
Wages of conductors and motor men.....	6,680 88
Wages of engineer, firemen and other employes at power house	3,565 10
Wages of watchmen, starters, switchmen, roadmen, etc	183 00
Light and fuel other than at power house	100 73
Fuel, light and other supplies used at power house.....	9,028 01
Water tax.....	553 02
Damages to persons and property	85 82
Legal expenses.....	8 25
Rent.....	45 00
Advertising, printing and office expenses	1,124 11
Insurance.....	639 87
Removal of snow and ice, car cleaning.....	1,190 89
Contingencies, miscellaneous, labor, renewals	
Total operating expenses.....	<u>\$31,247 30</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment	\$436,753 53
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,228 82
Bills receivable	3,874 19
Open accounts.....	12,352 64
Supplies on hand.....	3,139 10
	<u>\$457,348 26</u>

LIABILITIES.	
Capital stock	\$250,000 00
Funded debt.....	170,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt	3,000 00
Dividends unpaid.....	110 00
Open accounts.....	27,567 47
Sundries	1,124 51
Profit and loss (surplus)	5,546 30
	<u>\$457,348 26</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Henrietta street to Elk street.....	2.41
Single track, Rockton line, from Division street to Meadow street.....	.63
Single track, branch, from Meadow street to Rockton (in process, awaiting con- sents of owners) about	2.50
Total length of single track on main line and branches.....	<u>5.54</u>

Weight of rail per yard.....	45 lbs
Gauge of track.....	4 ft. 8 1/4 in
Number of box cars, not motors	
Open cars, not motors.....	
Horses.....	
Number of motor cars.....	
Sleighs	
Schedule time making trip one way.....	20 min
Cars are run	Every 10 min
Rate of fare per passenger, 5 cents; 24 tickets, \$1; school and commission tickets, \$4 for \$1.	
Number of passengers carried in cars during year.....	540,671
Average number of employes (including officials) during year.....	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Manager.....		\$1,500 00
Electrician.....		1,200 00
Bookkeeper.....		750 00
Stock clerk.....		450 00

OTHER EMPLOYEES.

	Average number of hours on duty per day	Wages per day.
Conductors.....	12	\$1 50
Motormen.....	12	1 50
Inspectors.....	12	*75 00
Watchmen.....	12	*45 00
Switchmen.....	12	1 50
Hostlers.....	12	1 50
Engineers.....	12	*60 00
Fireman.....	12	*45 00
Lineman.....	12	*80 00 to 55 00

Officers of the Company.

Name.	Title.	Official Address.
J. H. McCLEMENT.....	President.....	No. 44 Broad street, N. Y. city.
F. J. SPRAGUE.....	Vice-President.....	No. 15 Wall street, N. Y. city.
THOMAS D. MOESCHOW.....	Secretary and Treasurer.....	No. 44 Broad street, N. Y. city.
JAMES R. SNELL.....	Manager.....	Amsterdam, N. Y.

Directors of the Company.

Name.	Residence.
JOHN H. McCLEMENT.....	Brooklyn, N. Y.
JOHN S. WISE.....	New York city
THOMAS D. MOESCHOW.....	Philadelphia, Pa.
ROBERT L. HARRISON.....	New York city.
GEO. H. FRASONS.....	New York city.
EUGENE H. LEWIS.....	New York city.
ARTHUR S. BEYES.....	New York city.
J. S. PAGE.....	New York city.
EDWARD H. JOHNSON.....	New York city.
FRANK J. SPRAGUE.....	New York city.
J. H. VAIL.....	New York city.
HENRY W. HOBSON.....	Denver, Col.

Title of company, Amsterdam Street Railroad Company.

General offices at No. 44 Broad street, New York city

Local offices at 109 East Main street, Amsterdam, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in December

For information concerning this report, address J. H. McClement, President.

ATLANTIC AVENUE—(Brooklyn).

(Date of charter, May 1, 1872.)

This road as it stood May 1, 1872, with its superstructure, including iron, land, buildings and fixtures, cars, horses, harness and equipments of every kind, was purchased on that date subject to \$456,800 outstanding amount of funded and mortgage debt and certain leases from and to other corporations. The road formerly belonged to the Brooklyn and Jamaica Railway Company.

This company leased to the Long Island Railroad Company for a term of years from June 1, 1877, all that portion of its road lying in Atlantic avenue, east of a line 350 feet east of the easterly side of Flatbush avenue in the city of Brooklyn, to Jamaica in the county of Queens, reserving the right to run cars along the southerly side of Atlantic avenue as far easterly as the easterly line of Washington avenue.

That company will report for the business done thereon, and pay all taxes and assessments thereon.

The Atlantic Avenue Company has acquired the capital stock of the South Brooklyn Central Railroad Company; also the rights, franchises, tracks, buildings and equipment of the city division of the Prospect Park and Coney Island Railroad Company. This and future reports of the operation of the foregoing properties will be comprised under the corporate name of the Atlantic Avenue Railroad Company of Brooklyn.

* Per month.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	40,000	\$2,000,000 00	.....
Issued for actual cash	8,877	\$443,879 89	\$443,879 89
Issued on account of construction	4,200	210,000 00	.....
Issued for real estate	4,959	247,950 00	.....
Issued for equipment	2,479	123,950 00	.....
Issued additional to stockholders	948	47,270 11	.....
Issued for Brooklyn and Jamaica stock	814	40,700 00	.....
Issued for Adams street franchise	600	30,000 00	.....
Total now outstanding	22,875	\$1,143,750 00	\$443,879 89

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
Atlantic Avenue Railroad Company, of Brooklyn	May 1, 1894	p.c. 7	May & Nov.	\$140,000	\$121,510 37
Atlantic Avenue Railroad Company general mortgage bonds	Oct. 1, 1909	5	Apl. & Oct.	759,000 0	781,302 30
Atlantic Avenue Railroad Company consolidated gold bonds	Oct. 1, 1931	5	Apl. & Oct.	550,000	559,120 00
South Brooklyn Central Railroad Co. first mortgage bonds	Aug. 1, 1897	7	Feb. & Aug.	125,000	.....
South Brooklyn Central Railroad Co. second mortgage bonds	Aug. 1, 1897	6	Feb. & Aug.	150,000	.....
Prospect Park and Coney Island Railroad Company bonds	— —, 1894	5	July 1, Jan. 1	420,000	.....
Real estate mortgage, Atlantic Ave- nue Railroad Company .....	.....	.....	.....	106,000	106,000 00
Real estate mortgage, South Brooklyn Central Railroad Company .....	.....	.....	.....	3,500	.....
Total .....	.....	.....	.....	\$2,253,500	.....

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure	\$8,687 12	\$273,851 16
Electric appliances pertaining to road and superstructure	93,934 22	9,495 45
Right of way .....	.....	30,000 00
Real estate	160,650 99	1,102,911 12
Buildings and fixtures, exclusively used for electric purposes	5,012 06	5,012 06
All other buildings and fixtures	839 66	296,840 08
Purchase of constructed road	536,667 62	729,426 12
Total cost of road	\$806,041 66	\$2,597,575 93
EQUIPMENT.		
Horses	\$18,579 38	\$230 52
Harness .....	.....	23 88
Cars, other than motor cars	18,824 00	3 52
Alarm registers .....	.....	19 00
Wagons, trucks, snow-plows, sleighs	2,071 00	14 12
Total cost of equipment	\$41,144 38	\$601 74
Grand total cost of road and equipment	\$847,186 04	\$3,199,317 67

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extending line on Park avenue.....	\$8,887 12
Electric appliances pertaining to road and superstructure, building new track...	93,984 22
Property purchased for electric power house and Ninth avenue and Park avenue depots	\$187,946 73
Less on account of sale of East New York and Central avenue property.....	27,295 74
	<hr/>
On account of construction of power station.....	160,650 99
Merging the South Brooklyn Central and the Prospect Park Division into Atlantic Avenue Railroad proper.....	5,012 03
Horses, increase in value	586 667 02
Increase in value of cars, wagons, trucks, snow-plows, etc	18 579 88
New trucks and wagons.....	16,824 00
Buildings and fixtures: Addition to office building, etc.....	2,071 00
	<hr/>
Total	889 06
	<hr/>
Total	\$847,186 04

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$777,658 87
Less operating expenses (excluding all taxes).....	700,640 64
	<hr/>
Net earnings from operation.....	\$77,018 23
Income from other sources, as follows, viz.:	
Rent received for track.....	62,836 73
Rent received for real estate	4,874 61
Purchase, sale and exchange of bonds	9,105 00
Profit, sale of real estate	80,824 45
	<hr/>
Gross income from all sources	\$184,459 02

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$10,715 73
Taxes on dividends	1,500 00
Taxes on earnings and capital stock	4,024 05
Taxes other than above	1,912 06
Interest on funded debt due and accrued.....	94,344 00
Interest and discount	8,220 61
Interest on mortgages.....	8,688 06
Rent paid for track	8,073 31
	<hr/>
	133,263 81
	<hr/>
Net income from all sources	\$54,475 71

Payments from net income, as follow, viz.:

Dividends declared, 6 per cent on capital stock....	68,794 75
	<hr/>
Deficit for year ending June 30, 1892	\$14,319 04

General Income Account.

Deficit for year ending June 30, 1892.....	\$14 319 04
Surplus up to June 30, 1891.....	702,019 85
	<hr/>
Total surplus June 30, 1892	\$141,700 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$774,925 95
Signs in cars.....	2,732 92
	<hr/>
Total gross earnings.....	\$777 658 87

OPERATING EXPENSES.

Repairs of roadbed and track	\$15 897 21
Repairs of buildings and fixtures	6 003 95
Repairs of cars and other vehicles	27,595 10
Repairs of harness and stable equipment	2 000 83
Horseshoeing	17 519 56
Renewals of horses.....	48 248 58
Provender (including expense of grinding)	140 415 16
Salaries of general officers and clerks	20,856 15
Wages of conductors and drivers on horse cars.....	242 223 95
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	61 438 76
Light and fuel.....	4 661 14
Water tax	7 034 31
Damages to persons and property	9 081 74
Legal expenses.....	4 719 74
Advertising, printing and office expenses.....	10 428 08
Insurance	4 453 68
Removal of snow and ice.....	2 612 89
Contingencies	5 579 08
Repairs of alarm registers	1,225 63
	<hr/>
Total operating expenses.....	\$700 640 64

General Balance Sheet June 30, 1892.

ASSETS		
Cost of road		\$2,597,598 18
Cost of equipment.....		641,727 18
<i>Other permanent investments, as follows, viz.:</i>		
South Brooklyn Central railroad stock.....		142,875 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$515,856 79	
Mortgage receivable	14,500 00	
Open accounts	42,890 42	
Supplies on hand.....	81,928 89	
		605,171 10
		<u>\$3,947,871 41</u>
LIABILITIES.		
Capital stock	\$1,143,750 00	\$1,268,750 00
Brooklyn Central Railroad Company	125,000 00	
Funded debt.....	2,144,000 00	2,253,500 00
Mortgage	109,500 00	
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt, accrued.....	27,585 94	
Bills payable	243,915 83	
Open accounts	6,418 83	
		277,920 60
Profit and loss (surplus)		147,700 81
		<u>\$3,947,871 41</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, South Ferry to Greenwood, via Fifth avenue.....		3.5
Single track, main line from Fulton ferry to Atlantic avenue, via Adams street.....		1.5
Single track, branch, from Atlantic avenue and Fifth avenue to Butler street and New York avenue.....		1.75
Single track, branch, from Flatbush and Seventh avenue to Ninth avenue and Twentieth street		2.
Single track, branch, Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue.....		1.
Single track, branch, Atlantic avenue and Boerum place to Hoyt and Bergen streets.....		.5
Single track, branch, Adams and Frost streets to and in Water street.....		.25
Single track, branch, Hamilton avenue and Hicks street to Atlantic avenue and Hicks street.....		1.
Single track, branch, from Ninth avenue and Twentieth street to Park avenue and Concord street, and from Navy and Park avenue to Adams street.....		3.25
Single track, branch, Rochester avenue to Columbia street.....		4.5
Length of single track on main line and branches.....		19.25
Second track on main line and branches		18.5
Sidings on main line and branches.....		.5
Total length of all tracks and sidings owned.....		38.25
Length of railway actually leased and operated by this company:		
Single track from Washington and Lark avenues to Bushwick avenue and from Bushwick avenue and Jefferson street to Central avenue.....		1.57
Second track and sidings leased,.....		1.88
Total length of all tracks and sidings leased.....		3.45
Grand total of single tracks and sidings owned and leased		42.
Weight of rails per yard		47 to 60 lbs.
Gauge of track.....		4 feet 8 3/4 in.
Number of box cars		1
Open cars		1
Horses.....		1.
Schedule time making trip one way.....		From 22 to minutes.
Cars are run.....		Every 2 1/2 10 minut according time of da
Rate of fare per passenger:		
Adults		5 cent
Children		3 cent
Number of passengers carried in cars during year		16,249,4
Average number of employees (including officials) during year.....		(

Salaries, Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	*	\$2 00
Drivers	*	2 00
Starters	9	2 00
Watchmen	10	†\$12 25 to 13 00
Roadmen	10	1 50 to 2 00
Hostlers	10	1 50 to 1 75
Inspectors .....	.....	2 50
Car cleaners	10	1 50 to 1 75
Tow boys	10	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Others, not employees	3	2	5
Total	5	2	7

Officers of the Company.

Name.	Title.	Official Address.
WM. RICHARDSON	President	Brooklyn, N. Y.
WM. J. RICHARDSON	Secretary and Superintendent.	Brooklyn, N. Y.
NEWBERRY H. FROST	Treasurer	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
WM. RICHARDSON	Brooklyn, N. Y.
FREDERICK A. SCHROEDER	Brooklyn, N. Y.
NEWBERRY H. FROST	Brooklyn, N. Y.
BENJAMIN F. TRACY	Brooklyn, N. Y.
SAMUEL W. BOWNE	Brooklyn, N. Y.
JAMES H. KIRBY	Brooklyn, N. Y.
WILLIAM J. RICHARDSON	Brooklyn, N. Y.
JOHN G. JENKINS	Brooklyn, N. Y.
JOSEPH O'BRIEN	Brooklyn, N. Y.
WM. F. REDMOND	Brooklyn, N. Y.
WM. H. WALLACE	Brooklyn, N. Y.
DAVID W. BINNS	Brooklyn, N. Y.
CORNELIUS N. HOAGLAND	Brooklyn, N. Y.

Title of company, The Atlantic Avenue Railroad Company of Brooklyn.

General office at corner Atlantic and Third avenues, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, fourth Tuesday in April.

For information concerning this report, address Wm. J. Richardson, Secretary.

AUBURN CITY.

(Date of charter, October 1, 1866.)

The East Genesee Street and Seward Avenue Railroad, chartered, April 15, 1871.

The Auburn and Owaseo Lake Railroad, chartered April 15, 1871.

Operated under respective names until October 1, 1886, when they were consolidated under the name of the Auburn City Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	2,000	\$50,000

* According to law.

† Per week.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Two hundred bonds of \$1,000 each.	August 1, 1910	p.c. 6	Feb. 1. & Aug 1	\$200,000	\$190,000

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$2,983 76	\$32,666 59
Electric appliances pertaining to road and superstructure.....	8,469 19	10,566 23
Right of way.....	.....	1,200 00
Real estate.....	177 20	17,457 20
Buildings and fixtures exclusively used for electric purposes ...	7,616 87	33,384 13
All other buildings and fixtures	2,454 40	8,364 33
Interest and discount charged to construction .....	.....	22,493 36
Relaying track.....	.....	9,000 57
Road built by contract .....	.....	11,670 73
Purchase of constructed road .....	.....	50,000 00
Total cost of road.....	\$16,701 42	\$217,137 39
Less charged to profit and loss.....	.....	8,000 00
		\$214,137 39
EQUIPMENT.		
Horses .....	.....	\$2,317 73
Harness.....	.....	491 73
Cars, other than motor cars .....	.....	6,992 41
Motor cars and fixtures.....	\$4,469 29	33,073 66
Wagons, trucks, snow-plows, sleighs	5 00	340 00
Total cost of equipment	\$4,474 29	\$43,215 60
Less charged to profit and loss .....	.....	11,394 50
		\$31,821 10
Grand total cost of road and equipment.....	\$21,175 71	\$245,458 49

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$32,551 33
Less operating expenses (excluding all taxes).....		25,615 96
Net earnings from operation.....		\$6,935 37
Income from other sources, as follows, viz.:		
Interest.....	\$153 50	
Rents.....	176 90	
		330 40
Gross income from all sources.....		\$7,265 77
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	\$339 86	
Taxes on earnings and capital stock ..	103 68	
Interest on funded debt due and accrued	17,291 44	
		17,735 00
Deficit for year ending June 30, 1892.....		\$10,470 23

AUBURN CITY.

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General Income Account.

Deficit for year ending June 30, 1892	\$10,471 57	
Surplus up to June 30, 1891.....	2,293 35	
		\$8,178 22
Items charged to profit and loss from cost of road and equipment,	\$14,894 50	
Items charged to profit and loss from stocks, etc.....	608 36	
	\$15,502 86	
Credit to profit and loss from stocks, etc.....	1,640 91	
		13,861 95
Total deficit June 30, 1892.....		\$22,040 17

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....		\$32,426 93
Advertising in cars.....	\$50 00	
Sale of standing grass.....	75 00	
		125 00
Total gross earnings.....		\$32,551 93

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including over-head and underground wires and all other track fixtures.....	\$248 82
Repairs of buildings and fixtures exclusively used by mechanical power	205 87
Repairs of motor cars and fixtures.....	8,258 54
Repairs of harness and stable equipment	12 25
Horseshoeing.....	105 40
Provender (including expense of grinding).....	470 75
Salaries of general officers and clerks	1,925 00
Wages of conductors, drivers on horse cars, motormen, watchmen, starters, switchmen, roadmen, hostlers, etc	13,087 77
Light and fuel and supplies used at power house.....	2,008 29
Water tax	125 57
Legal expenses.....	257 64
Advertising, printing and office expenses	177 20
Insurance.....	614 08
Removal of snow and ice.....	53 92
Contingencies	3,067 85
Total operating expenses.	\$25,618 90

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$214,137 20
Cost of equipment.....	31,321 10
Current assets, as follows, viz.:	
Bills receivable.....	110 00
Open accounts	155 62
Supplies on hand.....	4,470 18
Sundries.....	658 15
Profit and loss (deficiency).....	22,040 17
	\$272,892 42

LIABILITIES.

Capital stock	\$50,000 00
Funded debt.....	200,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt	\$2,551 94
Interest due and accrued.....	5,000 00
	7,551 94
Bills payable.....	12,384 60
Open accounts.....	2,792 83
Cash overdrawn.....	163 05
	\$272,892 42

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Seward avenue to foot of Wall street.....	2.5
Single track, branch, from Genesee street to foot of lake.....	2.75
Single track, branch, from Genesee street to Ross street.....	1.10
Total length of single track on main line and branches.....	6.35
Sidings on main line and branches.....	.80
Total length of all tracks and sidings owned.....	6.65

Weight of rails per yard	45 and 47 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of box cars, not motors	8
Open cars, not motors.....	3
Horses and mules	5
Number of motor cars.....	7
Schedule time making trip one way.....	30 minutes
Cars are run.....	Every 20 to 30 minutes.
Rate of fare per passenger.....	Cash, 5 cents; tickets, 4 1-4 cents.
Number of passengers carried in cars during year	677,353
Average number of employes (including officials) during year.....	24

Salaries, Wages, Etc., of Officers and Employes.

	OFFICERS AND CLERKS.	Annual salary.
Superintendent and secretary.....		\$900 00
Clerk		300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	11	\$1 50
Watchmen	12	1 75
Roadmen	10	1 50
Engineers	8 1/2	2 25
Firemen.....	9	2 00

Officers of the Company.

Name.	Title.	Official Address.
CHARLES E. EDDY	President	Boston, Mass.
A. H. UNDERWOOD	Secretary and Superintendent....	Auburn, N. Y.
JAY E. STORKE	Treasurer	Auburn, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES E. EDDY.....	Boston, Mass.
HENRY E. COBB	Boston, Mass.
GEORGE UNDERWOOD.....	Auburn, N. Y.
JAY E. STORKE.....	Auburn, N. Y.
FRED. E. STORKE.....	Auburn, N. Y.
GEORGE H. NYE.....	Auburn, N. Y.
D. A. SMITH.....	Auburn, N. Y.

Title of company, The Auburn City Railway Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in June.
For information concerning this report, address A. H. Underwood, Secretary.

BABYLON.

(Date of charter, April 15, 1871.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding
Authorized by law or charter	1,000	\$25,000	.....
Issued for actual cash and now outstanding....	224	5,000	\$5 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$250 00	\$11,154 96
Total cost of road.....	.....	\$11,154 96
EQUIPMENT.		
Cars.....	.....	\$1,100 00
Grand total cost of road and equipment....	\$250 00	\$12,254 96

* DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Labor in repairing track.....	\$50 00
Repairing and painting cars.....	200 00
Total.....	\$250 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$847 90
Less operating expenses (excluding all taxes)	1,396 00
Deficit for year ending June 30, 1892.....	\$548 10

General Income Account.

Deficit for year ending June 30, 1892.....	\$548 10
Deficit up to June 30, 1891.....	872 76
Total deficit June 30, 1892.....	\$920 86

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$847 90
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$50 00
Repairs of cars	200 00
Two horses hired.....	210 00
Wages of conductors and drivers on horse cars.....	676 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	210 00
Rent of car buildings.....	50 00
Total operating expenses.....	\$1,396 00

† General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$11,154 96
Cost of equipment.....	1,100 00
Current assets as follows, viz.:	
Supplies on hand	12,250 96
Profit and loss (deficiency)	548 10
	\$25,054 02

LIABILITIES.

Capital stock	\$5,600 00
Current liabilities, as follows, viz.:	
Bills payable	12,428 79
Profit and loss (surplus)	7,025 23
	\$25,054 02

* This is wrong; these items also charged to operating expenses.— R. R. Commissioners.

† Published as reported, evidently incorrect.— R. R. Commissioners.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Montauk railroad depot to steamboat dock.....		1.58
Weight of rail per yard.....		60 lbs.
Gauge of track.....		4 ft. 9 in.
Number of box cars.....		3
Open cars		1
Horses and mules		Hired.
Schedule time making trip one way		10 minutes
Cars are run.....	12 times a day each way.	
Rate of fare per passenger.....		5 and 10 cents
Number of passengers carried in cars during year		16,555
Average number of employes (including officials) during year.		6

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	8	\$2 00
Drivers.....	8	2 00
Roadmen	8	2 00

Officers of the Company.

Name.	Title.	Official Address.
WASHINGTON F. NORTON.....	President.....	Babylon, L. I., N. Y.
JOSEPH M. SAMMIS.....	Secretary.....	Babylon, L. I., N. Y.
JOHN R. REID	Treasurer	Babylon, L. I., N. Y.
DAVID S. S. SAMMIS	Superintendent.....	Babylon, L. I., N. Y.

Directors of the Company.

Name.	Residence.
DAVID S. S. SAMMIS.....	Babylon, L. I., N. Y.
JOHN R. REID.....	Babylon, L. I., N. Y.
JOSEPH M. SAMMIS.....	Babylon, L. I., N. Y.
WASHINGTON F. NORTON	Babylon, L. I., N. Y.
EDWARD M. SAMMIS	Babylon, L. I., N. Y.
EDWARD DODD	Babylon, L. I., N. Y.

Title of company, The Babylon Railroad Company.
 General offices at Babylon, Suffolk county, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Monday in April.
 For information concerning this report, address W. F. Norton, President.

BINGHAMTON.

(Date of charter, March 24, 1890)

The Washington Street and State Asylum Railroad Company filed its articles for charter October 23, 1871, and construction was commenced in 1872 Chapter 55 of the Laws of 1873 is referred to as containing one source of its rights and privileges.

The Park Avenue Railroad Company was constructed in 1875: its articles for a charter were not filed until May 6, 1882.

The Washington Street and State Asylum railroad, from the time of its construction, as well as said Park Avenue railroad, was leased to one Mr. Stow until the consolidation of said two roads. Articles of consolidation of said two roads forming "The Washington Street Asylum and Park Railroad Company," under chapter 108 of the Laws of 1875, were filed October 4, 1875.

The Binghamton Central Railroad Company filed its articles for a charter February 26, 1878, and construction of the road commenced in 1878. Articles of extension were filed June 23, 1878.

The City Railway Company was organized in 1893, and articles for charter filed December 1, 1893. Road constructed in 1894.

Articles for the consolidation and merger of the Washington Street, Asylum and Park Railroad Company, the Binghamton Central Railroad Company, and the City Railway Company, forming "Binghamton Street Railroad Company," under chapter 108 of the Laws of 1875, were duly filed on the 24th day of March, 1890.

The road is operated with electricity under the "Sprague system."

BINGHAMTON.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	\$150,000 00	.....
Issued for actual cash	16 2-16	\$1,612 50	\$1,612 50
Issued on account of construction	213 12-16	31,375 00	.....
Issued for constructed roads	1,133 5-16	113,331 35	.....
Total now outstanding	1,465 2-16	\$145,518 75	\$1,612 50

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	April 1, 1910	p.c. 6	Apr. 1 & Oct. 1	\$200,000	\$194,700

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1902.	Total cost of road and equipment up to June 30, 1902.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure		\$4,093 78	\$165,787 51
Appliances pertaining to road and superstructure		122 00	27,609 18
Right of way		100 00	1,033 85
Real estate		19 77	7,287 30
Buildings and fixtures, exclusively used for electric purposes		551 26	1,443 35
All other buildings and fixtures		104 15	8,818 75
Interest and discount charged to construction		1,559 02	10,739 69
Road built by contract .....		.....	50,601 40
Purchase of constructed road		18 27	11,551 01
Total cost of road		\$6,002 20	\$294,837 05
EQUIPMENT.			
Horses .....		.....	\$2,735 00
Harness		\$22 24	133 95
Cars, other than motor cars		234 30	21,796 47
Motor cars and fixtures		5,500 19	76,400 33
Engines and machinery		273 39	3,173 09
Wagons, trucks, snow-plows, sleighs		544 26	1,105 44
Total cost of equipment		\$6,574 23	\$105,344 28
Grand total cost of road and equipment		\$12,576 43	\$400,231 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Rebuilding with girder rail, etc	\$4,088 73
New switches, crossovers, etc.....	122 00
Articles in pavements concession by the city.....	100 00
Filling and grading lands	19 77
Additions and conveniences at station	531 26
Car and horse barn conveniences	104 15
Interest and discount charged to construction.....	1,568 02
Cash balance due in "purchase of constructed roads" at the time of last report,	13 27
Harness	22 24
New fixtures and bodies.....	234 30
New fixtures, electrical equipment, wheels, axles and car parts and bodies.....	5,500 19
New boilers and engine parts.....	273 30
Wagons, cutter and track cleaners.....	544 96
Total	\$13,177 18

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$45,284 92
Less operating expenses (excluding all taxes).....	31,969 42
Net earnings from operation.....	\$13,315 50
<i>Income from other sources, as follows, viz.:</i>	
Advertising, etc	1,311 71
Gross income from all sources.....	\$14,627 21
<i>Deduction from income, as follows, viz.:</i>	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	\$1,304 78
Interest on funded debt due and accrued	8,074 90
	9,400 68
Surplus for year ending June 30, 1892.....	\$5,167 73

General Income Account.

Surplus for year ending June 30, 1892	\$5,167 73
Surplus up to June 30, 1891	11,896 61
Total surplus June 30, 1892.....	\$17,064 34

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$45,284 92
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	\$379 62
Repairs of buildings and fixtures	1 25
Repairs of cars (not motors) and other vehicles	46 13
Repairs of motor cars and fixtures	1,988 20
Repairs of harness and stable equipment.....	8 37
Horse shoeing	354 30
Provender (including expense of grinding).....	2,341 26
Salaries of general officers and clerks.....	1,250 00
Wages of conductors and drivers on horse cars and electric cars.....	7,368 02
Wages of motor men on cars propelled by mechanical traction	5,762 25
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	4,395 14
Light and fuel.....	350 53
Fuel, wages of engineer and supplies used at power house.....	4,910 22
Damages to property.....	36 00
Legal expenses	23 00
Advertising, printing and office expenses	607 54
Insurance.....	516 92
Removal of snow and ice	146 22
Contingencies.....	103 55
Oil and waste	400 90
Total operating expenses.....	\$37,209 42

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$295,112 05
Cost of equipment.....	105,344 28
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	802 36
Open accounts.....	1,267 36
Supplies on hand	535 04
Stock in hands of treasurer	13,471 25
	\$416,545 32

BINGHAMTON.

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LIABILITIES.

Capital stock	\$160,000 00
Funded debt.....	200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	26,838 30
Open accounts.....	12,542 69
Profit and loss (surplus).....	17,061 34
	<u>\$416,545 33</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line.....		11.67
Single track branch .....		.60
Total main line and branches.....		12.27
Sidings on main line and branches .....		.75
Total length of all tracks and sidings owned.....		<u>13.02</u>
Weight of rails per yard	35, 35 and 40 lbs. T rail, and 62-lb. girder.	
Gauge of track	4 feet 8 1/4 in.	
Number of box cars, not motors	5	
Open cars, not motors.....	11	
Horses and mules	18	
Number of motor cars.....	13	
Schedule time making trip one way, average.....	45 minutes.	
Cars are run.....	Every 15 minutes in summer, every 30 to 30 minutes in winter.	
Rate of fare per passenger.....	Cash 5 cents, tickets 4 cents.	
Number of passengers carried in cars during year, average	973,840	
Number of employees (including officials), during year	87	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary
Treasurer.....		\$1,000 00
Superintendent.....		1,500 00
Clerk		250 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages.
Conductors.....	12	*\$1 50
Drivers	14	+40 00
Starters.....	14	‡15 00
Watchmen	12	+10 00
Roadmen.....	10	+50 00
Hostlers.....	14	+35 00
Motormen.....	12	*1 50

Officers of the Company.

Name.	Title	Official Address.
G. T. ROGERS.....	President	Binghamton, N. Y.
C. O. ROOF	Secretary	Binghamton, N. Y.
JOHN B. ROGERS	Treasurer	Binghamton, N. Y.
J. P. E. CLARK	Superintendent	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
G. T. ROGERS	Binghamton, N. Y.
J. P. E. CLARK.....	Binghamton, N. Y.
T. S. ROGERS	Binghamton, N. Y.
J. B. LANDFIELD	Binghamton, N. Y.
C. O. ROOF.....	Binghamton, N. Y.
GEORGE WHITNEY	Binghamton, N. Y.
A. S. BEVIS	44 Broad street, New York city.

Title of company, Binghamton Street Railroad Company.

General offices at Strong block, Binghamton, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in July.

For information concerning this report, address John B. Rogers, Treasurer.

* Per day.

† Per month.

‡ Per week.

BINGHAMTON AND PORT DICKINSON.

LESSOR.

LESSEE — N. L. OSBORN.

(Date of charter, May 1, 1868.)

Organized and chartered May 1, 1868, under existing Railroad Laws of that time. Capitalized at \$60,000, leased to N. L. Osborn for ten years, January 1, 1868. Animal power only is used in operation.

This lease was in existence up to and including date of this report, June 30, 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	600	\$60,000 00
Issued on account of construction.....	271.645	\$27,164 50
Issued for land and buildings.....	328.355	32,835 50
Total now outstanding.....	600	\$60,000 00

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Roadbed, superstructure and rails.....	\$2,362 55	\$23,811 25
Right of way.....	31 50	31 50
Real estate.....	32,835 50	32,835 50
Total cost of road.....	\$35,229 55	\$36,678 25

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Pavement.....	\$2,362 55
Consents, etc.....	31 50
Land and buildings, with Glenwood car barns.....	32,835 50
Total.....	\$35,229 55

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz. :

Rentals.....	\$3,800 00	
Interest.....	378 22	
		\$3,672 22

Deductions from income, as follows, viz. :

Taxes on property used in operation of road and all other taxes...	\$1,553 38	
Office expenses.....	82 78	
		1,636 11

Net income from all sources..... \$2,036 21

Payments from net income, as follows, viz:

*Dividends declared, 5.88 per cent on capital stock.....	1,583 69
Surplus for year ending June 30, 1892.....	\$452 52

* This is the dividend issue on stock issued at time of last dividend. Balance of stock issued for land and buildings since that date, viz., about November 10, 1891.

General Income Account.

Surplus for year ending June 30, 1892.....	\$452 52
Surplus up to June 20, 1891:	
*Cash balance.....	1,427 74
*Former surplus	4,860 51
Total surplus June 30, 1892.....	\$6,740 77

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$66,678 28
Current assets, as follows, viz.:	
Cash on hand.....	62 54
	\$66,740 77
LIABILITIES.	
Capital stock	\$60,000 00
Profit and loss (surplus).....	6,740 77
	\$66,740 77

Officers of the Company.

Name.	Title.	Official Address
JOHN EVANS.....	President	Binghamton, N. Y.
JOHN B. ROGERS.....	Secretary	Binghamton, N. Y.
C. J. KNAPP.....	Treasurer.....	Binghamton, N. Y.
J. P. E. CLARK	Superintendent	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
G. T. ROGERS	Binghamton, N. Y.
JOHN EVANS.....	Binghamton, N. Y.
C. J. KNAPP.....	Binghamton, N. Y.
C. Z. OTIS.....	Binghamton, N. Y.
J. G. ORTON.....	Binghamton, N. Y.
F. E. ROSS.....	Binghamton, N. Y.
J. P. E. CLARK.....	Binghamton, N. Y.

Title of company, Binghamton and Port Dickinson Railroad Company.
General offices at Strong block, Binghamton, N. Y.
Date of close of fiscal year, June 30th.
Date of stockholders' annual meeting, first Monday in August.
For information concerning this report, address G. T. Rogers, Vice-President.

BINGHAMTON AND PORT DICKINSON.

LESSEE.

† Cost of Equipment.	Total cost.
Horses.....	\$3,750 00
Harness	800 00
Cars	8,000 00
Wagons, trucks, snow-plows, sleighs.....	850 00
Total cost of equipment.....	\$12,400 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$27,491 55
Less operating expenses (excluding all taxes).....	11,627 00
Gross income from all sources	\$15,864 55
Deductions from income, as follows, viz.:	
Rental aid lessor.....	3,300 00
‡ Net income from all sources.....	\$12,564 55

* This surplus has not been reported at all, or incorrectly reported from year to year.
† Equipment belongs to lessee.
‡ Assumed by lessee as his own.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$27,491 55
OPERATING EXPENSES.	
Repairs of roadbed and track	\$1,497 88
Repairs of cars and other vehicles.....	212 24
Repairs of harness and stable equipment.....	98 75
Horseshoeing.....	571 25
Renewals of horses and mules	408 13
Provender (including expense of grinding).....	3,510 30
Wages of conductors and drivers	3,004 65
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,687 72
Light and fuel.....	138 28
Water tax.....	35 00
Advertising, printing and office expenses.....	8 10
Insurance.....	185 00
Removal of snow and ice	195 25
Total operating expenses.....	\$11,637 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :	Miles.
Single track, main line	7
Second track on main line.....	.5
Sidings on main line.....	.1
Total length of all tracks and sidings owned.....	7.6
Weight of rail per yard	30 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	7
Open cars	5
Horses and mules.....	25
Schedule time making trip one way.....	30 minutes.
Cars are run.....	Every 15 min.
Rate of fare per passenger.....	5 and 3 cents.
Number of passengers carried in cars during year.....	599,922
Average number of employes (including officials) during year.....	12

For information concerning this report, address A. D. Osborn, Superintendent, or John B. Rogers, Treasurer, Binghamton, N. Y.

BLEECKER STREET AND FULTON FERRY (New York city).

LESSOR.

LESSEE — TWENTY-THIRD STREET.

(Date of charter, December 12, 1864.)

The Bleecker Street and Fulton Ferry Railroad Company is leased to the Twenty-third Street Railroad Company, and their report contains a full statement of the business of the Bleecker street company in connection with their own. The road being operated as one road renders it impossible to make a report in any other way.

The terms of the lease mentioned above are for ninety-nine years, the Twenty-third street company to pay the Bleecker Street bondholders the interest, 7 per cent on \$700,000 bonds and the stockholders 1½ per cent annually on \$900,000 stock.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter and now out-standing.....	9,000	\$900,000	\$900,000

BLEECKER STREET AND FULTON FERRY.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Jan. 1, 1900	p.c. 7	Jan. 1 & July 1	\$700,000	\$700,000

Cost of Road.

Total cost up to
June 30, 1892.

Roadbed, superstructure and rails	\$1,749,812 14
Buildings and fixtures.....	28,533 49
Extension Eleventh avenue tracks	29,596 96
Total cost of road.....	\$1,801,931 58

Income Account for Year Ending June 30, 1892.

Rental received from lessee	\$62,500 00
<i>Payments from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$49,000 00
Dividends declared, $1\frac{1}{2}$ per cent on capital stock.....	13,500 00
	62,500 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$1,801,931 58
LIABILITIES.	
Capital stock	\$600,000 00
Funded debt.....	700,000 00
Profit and loss (surplus).....	\$501,931 58
	\$1,801,931 58

Officers of the Company.

Name.	Title.	Official Address.
JOHN H. SKILMS	President	New York city.
THOMAS H. McLEAN	Secretary and Treasurer.....	New York city

Directors of the Company.

Name.	Residence.
JOHN H. SKILMS	New York city.
THOS. H. McLEAN.....	New York city.
D. B. HARBROOK	New York city
OTIS W. RANDALL	New York city
THOS. F. RYAN	New York city.
ALEX. E. KURSHEEDT.....	New York city
MATTHEW H. BEERS	New York city
JOSEPH JACOBS	New York city.
HENRY THOMPSON	New York city
DANIEL S. LAMONT.....	New York city
A. S. ROSENBAUM.....	New York city
THOS. DOLAN	Philadelphia, Pa.
CHAS. E. WARREN	Brooklyn N Y

Title of company, Bleecker Street and Fulton Ferry Railroad Company

General offices at 631 West Twenty-third street, New York city.

Date of close of fiscal year, June 30.

For information concerning this report, address Thos. H. McLean, Secretary

BROADWAY OF BROOKLYN.

(Date of charter August 20, 1858.)

The Broadway Railroad Company of Brooklyn was chartered August 20, 1858, commenced running April, 1859.

The Reid avenue branch, by the Legislature June 18, 1873, commenced running October 27, 1873.

The Sumner avenue branch (formerly Yates avenue), permission granted by the common council and built by the Yates Avenue and Flatbush Railroad Company. Commenced running May 14, 1881, and consolidated with the Broadway Railroad Company by act of the Legislature, approved May 29, 1883.

The Cypress Hills extension, and extension of the Broadway Railroad Company from East New York to Cypress Hills, built and owned jointly by the Brooklyn City and Broadway Railroad Company until May 12, 1883, when the one-half interest of the Brooklyn City Railroad Company was purchased by this company.

The Ralph avenue branch, authorized by the common council and approved by the mayor June 22, 1883, commenced running February 14, 1884.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total per value.	
Authorized by law or charter.....	5,350	\$535,000	.....
Issued for actual cash	3,550	\$355,000	\$355,000
Issued on account of construction	950	95,000	.....
Issued on account of real estate and equipment.....	750	75,000	.....
Total now outstanding.....	5,350	\$525,000	\$355,000

FUNDED DEBT.

DESIGNATION OF LOAN	INTEREST		Amount outstanding.	Cash realized on amount outstanding.
	Rate	When payable.		
* First mortgage bonds of the Broadway Railroad Company	5	January & July	\$250,000	\$225,000
* First mortgage bonds of the Yates Avenue and Flatbush Railroad Company (now Sumner avenue branch), issued to build and equip the same, and guaranteed by the Broadway Railroad Company.....	5	January & July	100,000	100,000
Total			\$350,000	\$325,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$1,724 77	\$243,342 73
Real estate, buildings and fixtures	4,447 51	221,376 56
Road built by contract.....		95,000 00
Total cost of road	\$6,172 28	\$559,629 29

* These bonds were payable January 1, 1889. By an agreement entered into with the bond holders June 1888, the time for the redemption of the same has been extended and they now are payable at any time upon giving six months notice to the registered holders thereof and 12- interest on same from January 1, 1889, reduced to five per cent per annum.

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses	\$4,570 00	.....
Cars.....	25 00	.....
Total cost reported to June 30, 1891.....	.....	\$324,745 20
Total cost of equipment.....	\$4,595 00	\$329,340 20
Grand total cost of road and equipment	\$10,767 28	\$888,959 54

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New switch in front of stable, Sumner avenue branch	\$947 18	
Less paid on account of same, as per report of last year	210 78	
		\$736 40
One-half of the cost of constructing 800 feet single track, with the necessary castings and crossovers on Alabama avenue, between Atlantic and Fulton avenues,		988 87
Gas lamps and posts on Dean and Bergen streets, between Albany and Troy avenues		47 08
Assessment for grading and paving Gillen place, between Bushwick and Jamaica avenues		1,722 23
Assessment for grading and paving Pacific street, from Ralph to Howard aves.		2,678 26
One 8¼-inch passenger register for fare-box car.....		25 00
Thirty horses added to equipment		4,570 00
Total		\$10,767 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$426,775 83
Less operating expenses (excluding all taxes).....	328,134 51
Net earnings from operation	\$98,640 32

Income from other sources, as follows, viz. :

Rent of advertising privilege in cars	\$740 00	
Rent of tracks.....	964 00	
Rent of building.....	400 00	
Interest.....	1,862 86	
		3,966 41
Gross income from all sources		\$102,607 23

Deductions from income, as follows, viz. :

Taxes on property used in operation of road	\$10,031 97	
Taxes on earnings and capital stock.....	4,962 11	
Taxes other than above	808 48	
Interest on funded debt due and accrued.....	17,500 00	
		33,102 56
Net income from all sources		\$69,504 67

Payments from net income, as follows, viz.:

Dividends declared, 8 per cent on capital stock	42,000 00
Surplus for year ending June 30, 1892	\$27,504 67

General Income Account.

Surplus for year ending June 30, 1892.....	\$27,504 67
Surplus up to June 30, 1891.....	31,835 63
Total surplus June 30, 1892	\$59,340 30

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	\$426,775 83
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OPERATING EXPENSES

Repairs of roadbed and track operated by horses.....	\$8,327 88
Repairs of buildings and fixtures	1,145 85
Repairs of cars and other vehicles	13,869 70
Repairs of harness and stable equipment.....	3,060 94
Horseshoeing.....	9,878 49
Renewals of horses	12,408 00
Provender (including expense of grinding)	70,106 88
Salaries of general officers and clerks.....	13,641 66
Wages of conductors and drivers	124,195 64
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	53,606 28
Light and fuel.....	3,187 53
Water tax	853 94
Damages to persons and property	984 59
Legal expenses.....	1,236 45
Advertising, printing and office expenses.....	1,165 73
Insurance	3,129 38
Removal of snow and ice.....	722 10
Contingencies	6,503 53
Total operating expenses.....	\$828,134 51

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$559,619 34
Cost of equipment	829,340 39
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$35,877 22
Loans on call.....	21,900 00
Open accounts	1,513 67
Supplies on hand.....	15,782 81
Accrued interest.....	11 25
	74,584 95
	\$963,494 49

LIABILITIES.

Capital stock.....	\$395,000 00
Funded debt.....	250,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$8,750 00
Open accounts	98 66
Due for wages and supplies	9,994 94
Tickets in circulation.....	500 00
Estimated for taxes, insurance and licenses on cars in advance	9,810 59
	29,154 19
Profit and loss (surplus).....	59,340 39
	\$963,494 49

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles
Single track, main line, from foot of Broadway to East New York.....		4.635
Single track, branch, from Reid avenue to Atlantic avenue.....		1.5
Single track, branch, from Sumner avenue to Bergen street.....		1.36
Single track, branch, from Ralph avenue to Atlantic avenue.....		1
Single track, branch, from East New York to Cypress Hills.....		2
Total length of single track on main line and branches.....		11.095
Second track on main line and branches.....		11.095
Sidings on main line and branches.....		.87
Total length of all tracks and sidings owned.		23.065
Weight of rail per yard.....	60 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars.....	117	
Open cars	86	
Horses and mules.....	73	
Schedule time making trip one way:		
East New York.....	45 minutes.	
Reid avenue.....	35 minutes.	
Sumner avenue.....	35 minutes.	
Ralph avenue.....	40 minutes.	
Cypress Hills extension.....	20 minutes.	
Rate of fare per passenger:		
On the East New York, Reid, Sumner, and Ralph avenue lines	5 cents.	
On the Cypress Hills line.....	3 cents.	
Number of passengers carried in cars during year.....	8,747,244	
Average number of employees (including officials) during year.....	369	

BROADWAY OF BROOKLYN.

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Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

President, secretary and treasurer, superintendent, inspector and receivers \$13,641 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Starters	10	2 50
Watchmen	12	2 00
Switchmen	12	\$1 45 and 2 00
Roadmen towing cars).....	12	1 25
Hostlers.	10	1 75
Trackmen	10	1 75, 2 50, 3 00
Repair shop.....	10	1 50, 2 25, 2 75
Horseshoers	10	2 00, 2 50, 3 00
Foremen of stables	12	3 00 and 3 25
Car cleaners	10	2 50 and 3 00
		1 75

ACCIDENTS.

Injured.

Passengers	2
Others, not employees.....	1
Total	3

Officers of the Company.

Name.	Title.	Official Address.
EDWIN BEERS.....	President.....	21 Broadway, Brooklyn, N. Y.
ROBERT SEALY.....	Secretary and Treasurer.....	21 Broadway, Brooklyn, N. Y.
HENRY MEYERHOLE.....	Superintendent	21 Broadway, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
EDWIN BEERS	Brooklyn, N. Y.
FREDERIC CROMWELL.....	New York city.
ECKFORD WEBB	Brooklyn, N. Y.
WM. M. INGRAHAM.....	Brooklyn, N. Y.
WM. F. GARRISON.....	Brooklyn, N. Y.
JOHN G. JENKINS.....	Brooklyn, N. Y.
PETER WYCKOFF	Brooklyn, N. Y.
GEORGE L. FOX.....	Brooklyn, N. Y.
JOHN C. FURMAN	New York city.
WILLIAM H. MALE.	Brooklyn, N. Y.
S. L. HUSTED, JR.....	New York city.
CHARLES S. HUSTED.....	Brooklyn, N. Y.
THOMAS S. MOORE.....	Brooklyn, N. Y.

Title of company, Broadway Railroad Company of Brooklyn.

General offices at No. 21 Broadway, Brooklyn, E. D., N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in May.

For information concerning this report, address Robert Sealy, Secretary.

BROADWAY AND SEVENTH AVENUE (New York city).

LESSOR.

LESSEE — HOUSTON, WEST STREET AND PAVONIA FERRY.

(Date of charter, May 30, 1864.)

By an act of the Legislature, entitled "An act to authorize the construction of a railroad in Seventh avenue and certain other streets and avenues in the city of New York," passed April 17, 1860 (Chap. 518, Laws of 1860), John Kerr and eleven other persons named as grantees in said act were authorized to construct, maintain and operate a railroad upon the streets and routes therein mentioned. The said grantees or their assigns and associates were organized as a corporation on or about the 28th day of May, 1864, under the provisions of the General Railroad Act of 1860.

The said grantees, prior to their incorporation, having constructed the said railroad or main portions thereof, and having contracted for the purchase of real estate required for stable and depot purposes, on or about the 30th of May, 1884, sold to the incorporated company the aforesaid railroad grant and all the rights, privileges and franchises acquired as aforesaid, together with the railroad previously constructed, with its fixtures and appurtenances, and all other property, rights or interests owned or acquired by said grantees, and for which the capital stock of the company was issued as so much cash, as also were the bonds to the amount of \$1,500,000, made and issued at the same time, except the bonds reserved to complete the depot, buildings, etc.

By chapter 500 of the Laws of 1886, as amended by chapter 904, Laws of 1887, the route of the railroad of this company was changed and altered as therein mentioned. The company continued to run and operate its railroad upon the routes named in its articles of association, as altered by the statutes aforesaid, until on or about the 23d day of June, 1888, when having previously acquired by agreement with The Broadway Surface Railroad Company the right to run its cars in common with the cars of said other company upon the railroad tracks in Broadway between Fifteenth street and the Battery, in the city of New York, this company on or about the said 23d day of June, 1888, commenced to run its cars thereon and has since continued so to do, in connection with its previous routes.

This road and its connections is now operated under lease by the Houston, West Street and Pavonia Ferry Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Par value.
Authorized by law or charter and now outstanding.....	21,000	\$2,100,000

* FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Jan. 1, 1904	5	June 1 & Dec. 1	\$1,100,000
Second mortgage bonds.....	July 1, 1914	5	Jan. 1 & July 1	750,000
Bond and mortgage.....		5	Jan. 25, July 25	100,000
Bond and mortgage.....		5	Feb. 1 & Aug. 1	250,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1888
Roadbed, superstructure and rails		\$2,644,510.00
Real estate		785,000.00
Buildings and fixtures.....		530,410.00
Total cost of road.....		\$3,959,920.00
EQUIPMENT.		
Horses, harness and stable equipment		\$371,446.00
Cars		208,100.00
Wagons, trucks, snow-plows, sleighs.....		481.00
Total cost of equipment.....		\$580,027.00
Grand total cost of road and equipment		\$4,539,947.00

* In addition to the funded debt mentioned, this company, in part consideration for the use of the tracks of The Broadway Surface Railroad Company on Broadway, between Fifteenth street and the Battery, has assumed the payment of the principal and interest of \$1,125,000 of the first mortgage bonds of said The Broadway Surface Railroad Company, and likewise has assumed payment of the interest of the second mortgage bonds of said company to the amount of \$1,000,000, and also by the lease of the South Ferry Railroad Company it assumes the payment of principal and interest of \$150,000 of the mortgage bonds of that company, which payments are charged under the head of rentals in the report of the Houston, West Street and Pavonia Ferry Railroad Company, the lessee.

Income Account for Year Ending June 30, 1899.

<i>Income from all sources, as follows, viz.:</i>	
Rental from lessee.....	\$210,000 00
<i>Payments from income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock.....	210,000 00

General Balance Sheet June 30, 1899.

ASSETS.	
Cost of road.....	\$3,700,000 00
Cost of equipment.....	580,377 78
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	52,500 00
	<u>\$4,832,500 00</u>
LIABILITIES.	
Capital stock.....	\$3,100,000 00
Funded debt.....	2,800,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid.....	150 00
	<u>\$4,832,500 00</u>

Officers of the Company.

Name.	Title.	Official Address.
HENRY THOMPSON.....	President.....	New York city.
D. B. HARBROUCK.....	Vice-President.....	New York city.
THOMAS F. RYAN.....	Secretary and Treasurer.....	New York city.
HENRY A. NEWELL.....	Superintendent.....	New York city.

Directors of the Company.

Name.	Residence.
JOHN D. CRIMMINS.....	New York city.
WILLIAM B. DINSMORE.....	New York city.
THOMAS DOLAN.....	New York city.
CHARLES F. FROTHINGHAM.....	New York city.
JOHN H. MURPHY.....	New York city.
THOMAS J. O'DONOHUE.....	New York city.
W. H. ROCKWELL.....	New York city.
THOMAS F. RYAN.....	New York city.
HENRY THOMPSON.....	New York city.
DANIEL S. LAMONT.....	New York city.
D. B. HARBROUCK.....	Brooklyn N. Y.
WILLIAM L. ELKINS.....	Philadelphia, Pa.
PETER A. B. WIDENER.....	Philadelphia, Pa.

Title of company, Broadway and Seventh Avenue Railroad Company.

General offices at 761 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in June.

For information concerning this report, address the company

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

REPORT OF COMPANY FROM JULY 1 TO OCTOBER 30, 1891.

(Date of charter, February 7, 1865.)

Metropolitan railroad, organized 1864, sold under execution, 1869; Grand Street Ferry and Middle Village railroad, organized 1860, sold under foreclosure, 1870; North Second Street and Middle Village railroad, organized 1870, sold under foreclosure, 1885, and consolidated into Brooklyn, Bushwick and Queens County Railroad Company.

The present management found the books and accounts of the company in a crude and defective shape, and are compelled to estimate the figures covering the transactions up to March 3, 1890, from such data and sources as they have found available and believe to be trustworthy.

Henry D. Donnelly and John Englis, as trustees for the bondholders, took possession of the road under the terms of the mortgage on October 27, 1891.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	Number of shares.	Par value.
Authorized by law or charter and now outstanding.....	1,000	\$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
*First mortgage	Jan. 1, 1916	P.C. 6	Jan. and July	\$250,000

Cost of Road and Equipment.

ROAD.	
Total cost of road to June 30, 1891.....	\$350,936 50
EQUIPMENT.	
Total cost of equipment to June 30, 1891.....	\$15,825 42
Less decrease in equipment.....	1,200 00
Total cost of equipment	\$14,625 42
Grand total cost of road and equipment to October 26, 1891.....	\$374,571 92

Income Account from July 1, 1891, to October 26, 1891.

Gross earnings from operation	\$23,876 50
Less operating expenses (excluding all taxes).....	28,640 46
Net loss from operation	\$4,763 96
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$285 78
Taxes on earnings and capital stock	119 88
Taxes other than above	64 18
Interest on funded debt due and accrued	4,800 79
	5,229 03
Deficit October 26, 1891.....	\$9,992 99

General Income Account.

Deficit for portion of year ending October 26, 1891	\$9,992 99
Deficit up to June 30, 1891	100,143 95
Charged directly to profit and loss account.....	13 85
Total deficit October 26, 1891	\$110,154 99

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$23,876 50

* Issued in taking up prior mortgage.

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$1,385 23
Repairs of buildings and fixtures.....	32 15
Repairs of cars and other vehicles.....	1,188 53
Repairs of harness and stable equipment.....	620 09
Horseshoeing.....	759 41
Renewals of horses and mules.....	1,300 00
Provender (including expense of grinding).....	5,032 58
Salaries of general officers and clerks.....	1,120 60
Wages of conductors and drivers.....	8,595 88
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	4,537 89
Light and fuel.....	32 81
Legal expenses.....	1,480 47
Advertising, printing and office expenses.....	82 08
Insurance.....	496 53
Contingencies.....	1,080 80
Rent of tracks.....	126 26
Interest.....	1,180 88
Total operating expenses..	\$28,540 46

General Balance Sheet October 6, 1892.

ASSETS.

Cost of road.....	\$359,966 50
Cost of equipment.....	14,505 42
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$627 70
Supplies on hand.....	1,249 50
Sundries.....	7 07
Insurance.....	876 90
	2,751 17
Profit and loss (deficiency).....	110,154 93
	\$487,478 02

LIABILITIES.

Capital stock.....	\$100,000 00
Funded debt.....	250,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$35,749 70
Bills payable and loans.....	67,412 79
Open accounts.....	24,612 09
Interest.....	7,880 47
Taxes.....	1,126 18
Rent.....	200 00
Wages.....	996 75
	187,478 02
	\$487,478 02

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Broadway, Brooklyn, to St. John's cemetery ..	6
Second track on main line.....	5
Total length of all tracks and sidings owned.....	11
Weight of rails per yard.....	47 to 62 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	23
Open cars.....	25
Horses and mules.....	135
Schedule time making trip one way.....	50 minutes.
Cars are run.....	Brooklyn, every 5 to 10 minutes; Queens county, every 6 to 30 minutes.
Rate of fare per passenger.....	Kings county, 5 cents, Queens county, 6 cents.
Number of passengers carried in cars during year, estimated.....	524,758
Average number of employees (including officials) during year.....	70

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary.
General officers and clerks.....	\$3,880 00

REPORT OF THE RAILROAD COMMISSIONERS.

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers.....	10	2 00
Starters	12	2 00
Watchmen	12	2 00
Roadmen	10	1 50
Hostlers.....	10	1 75
Tow boys.....	10	1 25

Officers of the Company.

Name.	Title.	Official Address
G. W. VAN ALLEN	President.....	New York city.
WM. B. WAIT	Secretary	New York city.
DAVID W. BINNS	Treasurer	Brooklyn, N. Y.
FRANK HARTSHORN.....	Superintendent	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
DAVID W. BINNS	Brooklyn, N. Y.
C. B. COTTRELL.....	Rhode Island.
JOHN ENGLIS	Brooklyn, N. Y.
GEO. W. VAN ALLEN.....	New York city.
WM. H. VAN ALLEN	New York city.
WM. B. WAIT	New York city.

Title of company, Brooklyn, Bushwick and Queens County Railroad.
General offices at Metropolitan, Queens county, L. I., N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in February.
For information concerning this report, address the company at general offices.

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

REPORT OF RECEIVER FROM OCTOBER 27, 1891, TO JUNE 30, 1892.

Frank Hartshorn was appointed receiver by order of Hon. Edgar M. Cullen, a Justice of the Supreme Court, October 29, 1891, to operate the road under the trustees, and entered upon his duties as such November 4, 1891.

Income Account October 27, 1891, to June 30, 1892.

Gross earnings from operation.....	\$35,721 93
Less operating expenses (excluding all taxes).....	44,820 92
Net loss from operation	\$9,098 99
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	\$552 53
Taxes on earnings and capital stock	182 85
Taxes other than above	135 87
Interest on funded debt due and accrued	8,773 54
	9,644 79
Deficit June 30, 1892	\$13,743 23

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$35,731 93
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$458 91
Repairs of all other buildings and fixtures	100 55
Repairs of cars and other vehicles	1,397 43
Repairs of harness and stable equipment	773 68
Horseshoeing	1,427 01
Renewals of horses and mules	3,750 00
Provender (including expense of grinding)	9,554 62
Salaries of general officers and clerks	2,328 33
Wages of conductors and drivers	13,356 38
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	6,432 28
Light and fuel	198 69
Advertising, printing and office expenses	87 55
Insurance	881 51
Removal of snow and ice	209 63
Contingencies	1,393 71
Rent of tracks	271 74
Interest	198 88
Total operating expenses	\$44,820 92

Receiver's General Balance Sheet June 30, 1892.

ASSETS.	
Current assets, as follows, viz.:	
Cash on hand	\$2,590 60
Supplies on hand	594 27
Insurance	881 94
	\$3,566 81
Profit and loss (deficiency)	18,743 28
	\$22,310 09

LIABILITIES.	
Current liabilities, as follows, viz.:	
Interest due and accrued	\$8,773 64
Bills payable	7,144 86
Open accounts	4,790 43
Interest	198 88
Taxes	707 56
Rent	64 74
Labor	690 58
	\$22,310 09

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from Broadway, Brooklyn, to St. John's cemetery		6
Second track on main line and branches		5
Total length of tracks and sidings owned		11

Number of passengers carried in cars October 27, 1891 to June 30, 1892, estimated, 785,097

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Receivers and clerks		\$3,380 00

OTHER EMPLOYEES.

	Average number of hours on duty per day	Wages per day.
Conductors	10	\$2 00
Drivers	10	2 00
Starters	12	3 00
Watchmen	12	2 00
Roadmen	10	1 50
Hostlers	10	1 75
Tow boys	10	1 25

Officers.		
Name.	Title.	Official Address.
JOHN ENGLIS	Trustees for bondholders	Brooklyn, N. Y.
H. D. DONNELLY.....		
FRANK HARTSHORN	Receiver and Superintendent.....	Brooklyn, N. Y.

For information concerning this report, address Frank Hartshorn, Receiver, Metropolitan, Queens county, N. Y.

BROOKLYN CITY.

(Date of charter, December 17, 1853.)

The Brooklyn City Railroad Company was organized under the General Railroad Law of the State of New York as above.

It began operating its cars in July, 1854. Length of road now (189) owned and operated, 78.35 miles by horse and steam dummy, and 5.40 miles by electric, single trolley. This company has acquired the capital stock of the companies whose properties it previously held under lease, viz.: Bushwick Railroad Company, Brooklyn Crosstown Railroad Company, Calvary Cemetery, Greenpoint and Brooklyn Railroad Company, New Williamsburgh and Flatbush Railroad Company, Greenpoint and Lorimer Street Railroad Company, and Grand Street and Newtown Railroad Company, and on the 31st day of October, 1890, filed a certificate thereof in the office of the Secretary of State, whereupon, under authority granted by chapter 254, Laws of 1867, and chapter 810, Laws of 1890, the aforesaid properties were merged into and became a part of the Brooklyn City Railroad Company. This and all future reports will include the financial physical and statistical condition of the above-named consolidated properties under the corporate name of "The Brooklyn City Railroad Company."

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	600,000	\$6,000,000	\$6,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Brooklyn City R. R. first mortgage on consolidated properties.....	1941	p.c. 5	Jan. & July.	\$3,000,000	\$3,000,000
Brooklyn Crosstown R. R. first mort.	1908	5	Jan. & July.	200,000	200,000
Cal. Cem., G. & B. R. first mortgage..	1907	6	June & Dec..	200,000	200,000
New Wm. and Flat. R. R. first mort.	1897	7	Feb. & Aug.	200,000	200,000
Greenp't & Lorimer R. R. first mort.	1910	6	May & Nov..	125,000	125,000
Grand St. & Newt'n R. R. first mort..	1906	5	April & Oct..	200,000	200,000
Total.....				\$3,925,000	\$3,925,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$197,897 24	\$4,678,664 82
Electric appliances and road construction pertaining to road and superstructure	108,108 65	298,185 73
Buildings and fixtures exclusively used for electric purposes....	517,590 50	645,437 66
All other buildings and fixtures.....	30,354 47	2,410,438 06
Total cost of road.....	\$848,850 86	\$8,032,706 27

Cost of Road and Equipment - (Continued).

Equipment.	Additions or betterments during year ending June 30, 1893.	Total cost of road and equipment up to June 30, 1893.
Horses	\$10,874 00	\$2,563,536 48
Motor cars and fixtures	27,677 62	
Wagons, trucks, snow-plows, sleighs, tools, etc.	14,024 83	
Total cost of equipment	\$232,076 25	\$2,562,636 48
Grand total cost of road and equipment	\$1,080,927 11	\$10,595,543 31

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extension of road $5\frac{1}{4}$ miles, double track, also regrading, paving, new curves on constructed lines	\$197,897 94
Reconstructing part of system for electric power	103,106 65
Additional real estate, buildings, etc.	547,814 97
Additional horses, cars, motors, etc.	232,076 25
Total	\$1,080,927 11

Income Account for Year Ending June 30, 1893.

Gross earnings from operation	\$3,787,295 86
Less operating expenses (excluding all taxes)	2,915,509 74
Net earnings from operation	\$871,786 02
<i>Income from other sources, as follows, viz.:</i>	
Interest received on special deposit of surplus funds	50,724 96
Gross income from all sources	\$922,510 98
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$117,954 83
Taxes on earnings and capital stock	82,317 09
Taxes other than above	1,391 46
Interest on funded debt due and accrued	201,442 50
Interest paid on loans and bonds called for redemption	45,429 54
	348,534 92
Net income from all sources	\$573,975 06
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on capital stock	480,000 00
Surplus for year ending June 30, 1893	\$43,975 06

General Income Account.

Surplus for year ending June 30, 1893	\$43,975 06
Surplus up to June 30, 1891	\$563,794 67
Deduct loss on sale of hotel property at Fort Hamilton	55,820 60
	\$557,974 07
Add premium on sale on \$25,500 bonds of this company ..	8,316 25
	516,310 32
Total surplus June 30, 1893	\$560,285 97

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$3,758,009 86
Miscellaneous	29,285 41
Total gross earnings	\$3,787,295 26

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$94,806 84
Repairs of roadbed and track operated by mechanical traction, including over-head and underground wires, and all other track fixtures.....	1,714 38
Repairs of buildings and fixtures, exclusively used for mechanical power	4,504 48
Repairs of all other buildings and fixtures.....	83,835 08
Repairs of cars (not motors) and other vehicles	142,073 41
Repairs of motor cars and fixtures.....	6,802 34
Repairs of harness and stable equipment.....	37,139 04
Horseshoeing	74,789 36
Renewals of horses and mules	113,383 58
Provender (including expense of grinding).....	554,676 81
Salaries of general officers and clerks.....	73,310 06
Wages of conductors and drivers on horse cars.....	1,012,168 35
Wages of conductors and motor men on cars propelled by mechanical traction .	40,194 98
Wages of engineer, firemen and all others employed at power house	12,719 55
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	491,778 68
Light and fuel, other than at power hous	57,987 58
Fuel, light and other supplies used at power house	9,385 82
Water tax	8,585 57
Damages to persons and property.....	72,298 02
Legal expenses	10,500 04
Advertising, printing and office expenses.....	12,363 88
Insurance.....	20,489 08
Removal of snow and ice.....	11,906 32
<i>Contingencies :</i>	
Rents	\$8,150 46
Telephone	2,452 32
Miscellaneous.....	8,419 41
	19,022 19
Total operating expenses.....	\$2,915,509 74

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$8,062,906 30
Cost of equipment	2,562,636 42
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	\$203,213 47
Bills receivable	70,000 00
Open accounts.....	71,087 94
Supplies on hand	106,628 75
	450,930 16
	\$11,046,473 47

LIABILITIES.

Capital stock	\$6,000,000 00
Funded debt.....	3,925,000 00
<i>Current liabilities, as follows, viz. :</i>	
Bills payable.....	500,000 00
Open accounts.....	61,187 50
Profit and loss (surplus).....	500,285 97
	\$11,046,473 47

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Total length of single track on main line and branches.....		88.38
Second track on main line and branches		79.89
Sidings on main line and branches.....		16.25
Total length of all tracks and sidings owned.....		184.52
Weight of rail per yard		45 to 65 lbs.
Gauge of track		4 ft. 8 1/4 in
Number of box cars, not motors.....		813
Open cars, not motors.....		714
Horses.....		5,387
Number of motor cars		76
Dummies		29
Schedule time making trip one way, varies on different lines from	} 7 min. to 1 hr. and 14 min.	
Cars run from main terminus.....		Every 1/4 min.
Rate of fare per passenger:		
Adults		3, 5, 8 and 10c.
Children		1, 3, 4 and 6c.
Number of passengers carried in cars during year.....		78,800,000
Average number of employees (including officials) during the year		2,570

BROOKLYN CITY.

725

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary.
General officers.....	\$28,700
Clerks.....	\$500 to \$2,400

OTHER EMPLOYEES.

	Wages per day.
Conductors.....	\$2 00
Drivers and motor men.....	2 00
Starters.....	2 50
Watchmen.....	\$1 75 to 2 00
Switchmen.....	2 25
Roadmen.....	1 50 to 5 00
Hostlers.....	1 75
Foremen.....	2 50 to 3 00
Car cleaners.....	1 75
Tow boys.....	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	8	2	10
Employees.....	2	2	4
Others.....	11	3	14
Total.....	21	7	28

Officers of the Company.

Name.	Title.	Official Address.
DANIEL F. LEWIS.....	President.....	Brooklyn, N. Y.
H. M. THOMPSON.....	Secretary and Treasurer.....	Brooklyn, N. Y.
J. C. CAMERON.....	Superintendent.....	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
DANIEL F. LEWIS.....	Brooklyn, N. Y.
CROWELL HADDEN.....	Brooklyn, N. Y.
GEO. W. BERGEN.....	Brooklyn, N. Y.
JOHN C. BARNON.....	New York city.
EDWIN PACKARD.....	Brooklyn, N. Y.
FRANK LYMAN.....	Brooklyn, N. Y.
EDWARD D. WHITE.....	Brooklyn, N. Y.
E. W. BLISS.....	Brooklyn, N. Y.
H. M. THOMPSON.....	Brooklyn, N. Y.
DAVID C. LEGGOTT.....	Brooklyn, N. Y.
BETH D. KENNEY.....	Brooklyn, N. Y.
FELIX CAMPBELL.....	Brooklyn, N. Y.
HENRY D. POLHEMUS.....	Brooklyn, N. Y.

Title of company, The Brooklyn City Railroad Company

General offices at Montague street, corner Clinton, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address H. M. Thompson, Secretary and Treasurer.

BROOKLYN CITY AND NEWTOWN.

(Date of charter, May 22, 1860.)

Articles of association filed with the Secretary of State on May 22, 1860.

Resolutions of the common council authorizing use of street, adopted July 30, 1860. Resolutions of the common council to change the line of the road, adopted April 15, 1861. Cars commenced running on January 29, 1862. Acts of State Legislature passed April 19, 1866 and May 8, 1869. Act of the State Legislature authorizing construction of tracks in Washington street, etc., passed April 2, 1872.

On April 27, 1867, this company entered into an agreement with H. C. Deming, of New York, to operate the property of the Grand Street, Prospect Park and Flatbush Railroad Company, bought by him at a foreclosure sale on that day.

On April 29, 1867, the above mentioned property was leased from the Franklin Avenue Railroad Company, the latter company having purchased the same from H. C. Deming.

On September 15, 1867, this company took a surrender of the whole of the capital stock of the Franklin Avenue Railroad Company, and on September 23, 1867, filed a certificate thereof in the office of the Secretary of State, pursuant to the provisions of chapter 254 of the Laws of 1867, and the amendment thereto by chapter 508 of the Laws of 1879, since which latter date the estate, property, rights, privileges and franchises of the Franklin Avenue Railroad Company have vested in and been held by this company.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	20,000	\$2,000,000	.....
Issued for actual cash.....	7,000	\$700,000	\$700,000
Issued on account of construction	3,000	300,000	.....
Total now outstanding	10,000	\$1,000,000	\$700,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realiz- ed on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	July 1, 1889	p.c. 5	Jan. & July	\$1,000,000	\$1,000,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		\$575 82	\$439,736 32
Right of way.....		6,396 82	211,260 46
Real estate.....		.....	57,610 32
Buildings and fixtures		171 75	332,404 11
Interest and discount charged to construction .....		.....	11,350 00
Road built by contract .....		.....	379,435 57
Purchase of constructed road.....		9,103 57	452,770 01
Total cost of road.....		\$16,247 46	\$1,684,656 27
EQUIPMENT.			
Horses .....		.....	\$116,325 00
Harness .....		.....	9,577 50
Cars .....		.....	235,367 52
Wagons, trucks, snow-plows, sleighs, fixtures and contingencies.		\$1,215 00	18,737 52
Total cost of equipment.....		\$1,215 00	\$380,027 54
Grand total cost of road and equipment.....		\$17,462 46	\$2,064,683 82

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New siding on Washington street	\$5 22
Obtaining consent of property holders for change to electrical system and expenses connected with hearings before Board of Railroad Commissioners...	6,396 82
Additional office accommodation, Franklin depot	17 53
Amount of certain claims against Franklin Avenue line, assumed by this company at time of acquisition of said line	9,103 57
Cost of engraving and printing bonds to be issued in connection with change of traction system.....	1,215 00
Total	\$17,462 46

BROOKLYN CITY AND NEWTOWN.

727

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$484,758 88
Less operating expenses (excluding all taxes)	815,238 17
Gross income from all sources	\$119,515 16

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$7,235 86
Taxes on earnings and capital stock	4,288 37
Taxes other than above	578 33
Interest on funded debt due and accrued.....	50,000 00
Interest on bond and mortgage on real estate	10,807 08
Interest on floating debt	968 79
	<hr/> 74,978 43

Net income from all sources	\$47,236 73
Dividends declared, 4 per cent on capital stock ..	40,000 00
Surplus for year ending June 30, 1892	<hr/> \$7,236 73

General Income Account.

Surplus for year ending June 30, 1892.....	\$7,236 73
Surplus up to June 30, 1891.....	20,499 65
	<hr/> \$26,736 38

Depreciation in value and amount of supplies on hand.....	\$414 22
Worthless promissory note held since 1885.....	208 73
Old debts uncollected.....	122 36
Total debit	<hr/> \$744 91
Old material sold.....	\$12 00
Tax 1888 returned.....	2 20
	<hr/> 14 20
	<hr/> 730 71

Total surplus June 30, 1892.....	<hr/> \$26,005 67
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passing rs.....	\$482,738 89
Rent of car panels	2,000 00
Balance to credit of track, rent account	24 44
Total gross earnings	<hr/> \$484,758 88

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$6,960 86
Repairs of buildings and fixtures	2,801 49
Repairs of cars and other vehicles.....	11,549 40
Repairs of harness and stable equipment.....	3,841 76
Horseshoeing	9,610 88
Renewals of horses and mules	18,934 75
Provender (including expense of grinding).....	67,404 47
Salaries of general officers and clerks	11,080 50
Wages of conductors and drivers	109,349 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	49,341 83
Light and fuel.....	3,807 09
Water tax	966 02
Damages to persons and property	5,191 88
Legal expenses.....	1,287 53
Advertising, printing and other expenses.....	1,334 86
Insurance	6,073 50
Removal of snow and ice.....	1,200 08
Oil and waste.....	161 61
Indicators and detectors	637 33
Rent of building.....	820 00
Conductors' supplies	83 10
Veterinary expense.....	814 91
Contingencies	2,467 10
Total operating expenses.....	<hr/> \$215,238 17

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$1,884,658 27
Cost of equipment.....		880,087 58
Other permanent investments, as follows, viz. :		
Real estate		270 48
Current assets, as follows, viz. :		
Cash on hand.....	\$26,983 48	
Open accounts	3,429 94	
Supplies on hand.....	5,600 77	
		36,014 19
		\$2,800,970 44
LIABILITIES.		
Capital stock.....		\$1,000,000 00
Funded debt.....		1,000,000 00
Current liabilities, as follows, viz. :		
Interest on funded debt due and accrued	\$25,000 00	
Bills payable	23,562 53	
Open accounts	19,446 31	
Bond and mortgage on real estate	196,955 93	
		264,964 77
Profit and loss (surplus)		36,005 67
		\$2,800,970 44

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :		Miles.
Single track, main line, from Wyckoff avenue to Fulton ferry.....		4.58
Single track, branch, from Gould street and DeKalb avenue to Front and Wash- ington streets		1.36
Single track, branch, from Water and Washington streets to De Bevoise street and DeKalb avenue.....		1.34
Single track, branch, from Grand street ferry to Prospect park.		4.25
Total length of single track on main line and branches.....		11.40
Second track on main line and branches		8.55
Sidings on main line and branches.....		1.40
Total length of all tracks and sidings owned.....		21.35
Weight of rail per yard.....		45 to 60 lbs.
Gauge of track.....		4 ft. 8¼ ins.
Number of box cars.....		113
Open cars.....		106
Horses and mules		637
Schedule time making trip, one way		44 to 46 mins.
Cars are run....		{ Shortest headway, 1¼ minutes. Longest, after midnight, 30 mins.
Rate of fare per passenger :		
Adults.		5 cents.
Children.....		3 cents.
Number of passengers carried in cars during the year		10,556,068
Average number of employes (including officials) during the year.....		350

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers ...		\$7,720 00
Receiving clerks.....		8,316 50
OTHER EMPLOYES.		

	Average number of hours on duty per day.	Wages per day.
Conductors.....	* 12	\$2 00
Drivers.	* 12	2 00
Starters	12	\$2 25 and 2 50
Watchmen	12	2 00
Roadmen.....	10	1 75
Hostlers.....	10	1 75
Repair shop.....	10	2 50 and 3 50
Harness.	10	2 50
Horseshoers.....	10	2 00
Tow boys and extras.....	10	1 25 and 1 75

* Includes meal-hours — actual work, 10 hours.

BROOKLYN CITY AND NEWTOWN.

729

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2

Officers of the Company.

Name.	Title.	Official Address.
JOHN W. PARTRIDGE.....	President.....	DeKalb and Central aves., B'klyn, N. Y.
DUNCAN B. CANNON	Secretary and Treas.	DeKalb and Central aves., B'klyn, N. Y.
JOHN L. HEINS.....	Superintendent	DeKalb and Central aves., B'klyn, N. Y.

Directors of the Company.

Name.	Residence.
JOHN N. PARTRIDGE.....	Brooklyn, N. Y.
LOUIS FITZGERALD	New York city.
HENRY B. HYDE.....	New York city.
ALFRED WAGSTAFF.....	New York city.
EUGENE T. LYNCH.....	Flushing, L. I., N. Y.
JOHN O. JACOBS.....	Brooklyn, N. Y.
THOMAS ENNIS.....	Brooklyn, N. Y.

Title of company, Brooklyn City and Newtown Railroad Company.
 General offices at No. 120 Broadway, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Monday in April.
 For information as to this report, address Duncan B. Cannon, Secretary and Treasurer,
 DeKalb and Central avenues, Brooklyn, N. Y.

BROOKLYN HEIGHTS.

(Date of charter, April 1, 1887.)

This road was built by contract, and began operations February 1, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding.....	2,000	\$200,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds.....	April 1, 1941	p.c. 5	Apr. and Oct.	\$250,000

Cost of Road.

	Total cost up to June 30, 1892.
Road built and equipped by contract.....	\$530,724 70

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$13,234 18
Less operating expenses (excluding all taxes)	8,105 01
Net earnings from operation.....	\$5,129 17
<i>Income from other sources, as follows, viz: .</i>	
Rent of buildings.....	300 00
Gross income from all sources.....	\$5,429 17
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$244 98
Taxes on earnings and capital stock	78 68
Taxes other than above	410 31
Interest on funded debt and floating debt due and accrued.....	5,089 04
	5,823 01
Deficit for year ending June 30, 1892.....	\$393 84

Analysis of Gross Earnings and Operating Expenses.

From passengers	\$13,234 18
-----------------------	-------------

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$141 82
Repairs of buildings and fixtures	29 77
Repairs and renewals of cars, motors and other vehicles.	546 00
Salaries of general officers and clerks.....	957 00
Wages of conductors and motor men	2,685 75
Wages of engineer, firemen and other employes at power house.....	1,188 00
Wages of watchmen, starters, switchmen, roadmen, etc.....	948 30
Light and fuel other than at power house	5 00
Fuel, light and other supplies used at power house.....	708 72
Water tax	78 15
Damages to persons and property including insurance	411 82
Legal expenses.....	8 25
Advertising, printing and office expenses.....	163 06
Insurance.....	41 67
Rent of Montague street hill and approach to Wall street ferry	433 34
Total operating expenses.....	\$8,105 01

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$530,724 74
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	4,412 10
Open accounts.....	416 08
Supplies on hand	1,325 00
Profit and loss (deficiency).....	383 84
	\$537,272 92

LIABILITIES.

Capital stock.....	\$300,000 00
Funded debt.....	250,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$2,100 00
Bills payable	18,672 92
Open accounts	11,500 00
Sundries.....	60,000 00
	\$537,272 92

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Wall street ferry to Court street.....		.50
Single track, branch, from Wall street ferry to Furman street .....		.071
Single track, branch, from Furman street to power house.....		.0558
Total length of single track on main line and branches.....		.6268
Second track on main line, Court street to Wall street ferry.....		.50
Total length of all tracks and sidings owned.....		1.1568

Weight of rail per yard	45 and 100 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars.....	8
Schedule time making trip one way.....	4 minutes.
Cars are run	About every 8 minutes.
Rate of fare per passenger	1. Cash, 5 and 8 cents; commutation, 4 1 6
Number of passengers carried in cars from February, 1, 1892..	274,216
Average number of employees (including officials) during the year.....	24

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Superintendent.....		\$1,500 00
Clerk in office.....		839 40

OTHER EMPLOYEES.

	Average number of hours duty per day	Wages per day
Conductors	1	\$2 1 and 1 00
Drivers	10	2 10 and 1 60
Watchman.....	1	1 40
Switchman	12	1 50
Roadmen	1	2 75 and 1 75
Engineers.....	1	3 00 and 2 25
Firemen	1	1 50

ACCIDENTS.

	Injured.
Passengers	7
Others, not employees.....	1
Total	8

Officers of the Company.

Name.	Title.	Official Address.
DANIEL F. LEWIS.....	President	Brooklyn N. Y.
EDWARD JOHNSON.....	Secretary.....	Brooklyn, N. Y.
GEORGE S. STODWELL	Treasurer	Brooklyn, N. Y.
ALLEN M. ROGERS	Superintendent.....	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
DANIEL F. LEWIS	Brooklyn, N. Y.
GEORGE S. STODWELL	Brooklyn, N. Y.
JOHN E. SEARLES JR	Brooklyn, N. Y.
EUGENE G. BLAKEFORD	Brooklyn, N. Y.
JULIAN D. FAIRCHILD	Brooklyn, N. Y.
HORACE J. MORSE	Brooklyn, N. Y.
EDWARD JOHNSON	Brooklyn, N. Y.
GEORGE W. WINGATE	Brooklyn, N. Y.
HOWARD M. SMITH	Brooklyn, N. Y.
JACOB G. DETTMER.....	Brooklyn, N. Y.
HENRY D. HOTCHKISS.....	New York city.
R. A. C. SMITH	New York city.
JOHN W. WILSON.....	New York city.

Title of company, Brooklyn Heights Railroad Company.

General offices at 168 and 170 Montague street and 40 State street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, March 23.

For information concerning this report, address Edward Johnson, Secretary.

Income Account for Year Ending June 30,

Gross earnings from operation
 Less operating expenses (excluding all taxes)

Net earnings from operation.....

Income from other sources, as follows, viz.:

Rent of buildings

Gross income from all sources.....

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....

Taxes on earnings and capital stock

Taxes other than above

Interest on funded debt and floating debt due

leases of The
 company and The
 existence of said

Deficit for year ending June 30, 1902..

Analysis of Gross

From passengers

Repairs of roadbed and track

Repairs of buildings and fixt

Repairs and renewals of car

Salaries of general officer

Wages of conductors and

Wages of engineer, fire

Wages of watchmen.

Light and fuel other

Fuel, light and oth

Water tax

Damages to per

Legal expense

Advertising.

Insurance.

Rent of R

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
To		
Investment in stock of Buffalo Street Railroad Company	60,000	\$6,000.00
Investment in stock of Buffalo East Side Street Railway Company	3,705	\$37,050.00
Investment in stock of Buffalo West Side Street Railway Company	25,000	2,500.00
Investment in stock of Buffalo East Side Street Railway Company	24,000	2,400.00
Investment in stock of Buffalo West Side Street Railway Company	1,000	100.00
Total	53,705	\$5,370.50

FUNDED DEBT.

DESIGNATION OF LIEN	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
First mortgage, Buffalo Street Railroad	May 1, 1899	p.c.	May and Nov...	\$130,000 00
Second mortgage, Buffalo Street Railroad ..	July 1, 1903	7.5	Jan. and July ..	670,000 00
First mortgage, Buffalo East Side Railway ..	June 1, 1904	7	June and Dec ..	300,000 00
Second mortgage, Buffalo East Side Railway	Sept. 1, 1912	6	March and Sept.	291,300 00
Mortgage on real estate	Dec. 1, 1902	6	Jan. and July ..	6,000 00
Mortgage on real estate	May 30, 1903	6	May and Nov...	30,000 00
Mortgage on real estate	Feb. 1, 1906	6	Feb. and Aug ..	40,000 00
Mortgage on real estate	Jan. 1, 1892	6	Jan. and July ..	12,500 00
Mortgage on real estate	Nov. 4, 1897	6	Jan. and July ..	5,000 00
Mortgage on real estate	Aug 1, 1898	6	Feb. and Aug ..	12,000 00
Consolidated mortgages	Feb. 1, 1931	5	Feb. and Aug ..	3,500,000 00
Seven purchase-money mortgages	Var. dates..	6	Various dates ..	30,256 00
Total				\$5,020,256 00

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
ROAD.		
Cost of electric appliances of electric appliances	\$360,714 28	\$518,988 25
Structure	814,631 86	453,759 14
Electric purposes	151,571 44	266,255 89
ate.	78,503 87	1,185,514 32
action	12,237 71	87,501 28
	142,838 67	7,137,147 74
	\$1,060,887 33	\$9,649,166 07
EQUIPMENT.		
	* \$22,361 65	\$151,576 40
		9,700 50
Motor cars	219,968 71	200,478 50
Structures		284,065 95
Wagons, snow-plows, sleighs	7,583 87	34,528 91
Cost of equipment	\$205,210 93	\$680,290 26
Grand total cost of road and equipment	\$1,265,598 26	\$10,329,456 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructing one and thirty-six-one-hundredth miles of second track, and reconstructing twenty and one-half miles of electric traction, and electrical appliances for same	\$687,473 85
Addition to power station and equipment	151,571 44
New buildings on Seneca, Sycamore and Genesee streets	78,503 87
Cost of West Side street railway	142,838 67
Twenty new cars and sixty-one electrical car equipments	219,968 71
Additional wagons, snow-plows, etc.	7,583 87
	\$1,287,959 91
Less decrease in number of horses	22,361 65
Total	\$1,265,598 26

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$935,195 37
Less operating expenses (excluding all taxes)	689,589 37
Net earnings from operation	\$245,606 00
<i>Income from other sources, as follows, viz.:</i>	
Advertising	\$4,753 35
Interest on mortgage	18,968 33
	23,711 68
Gross income from all sources	\$319,317 68
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$19,473 36
Taxes on earnings and capital stock	16,833 82
Interest on funded debt due and accrued	254,068 74
	290,375 92
Surplus for year ending June 30, 1892	\$28,921 76
General Income Account.	
Surplus for year ending June 30, 1892	\$28,921 76
Surplus up to June 30, 1891	\$207,127 01
Discount on bonds sold	94,100 00
	118,027 01
Total surplus June 30, 1892	\$141,948 77

* Decrease.

BUFFALO.

(Date of charter, November 22, 1890.)

On January 30, 1891, this company leased all the property, rights and franchises of The Buffalo Street Railroad Company, The Buffalo East Side Street Railway Company and The West Side Street Railway Company for and during the term of the corporate existence of said lessor companies respectively.

The Buffalo Railway Company after having taken possession under said leases, in pursuance of chapter 254, Laws of 1887, took a surrender or transfer of all the capital stock of the stockholders of The Buffalo Street Railroad Company and The Buffalo East Side Street Railway Company, issuing in exchange therefor its own capital stock upon the terms and conditions agreed upon. All of the stock of the said The Buffalo Street Railroad Company and of the said The Buffalo East Side Street Railway Company, having been surrendered and transferred as aforesaid and certificates as provided by said act having been duly made and filed in the office of the Secretary of State, the said companies were merged in The Buffalo Railway Company.

On March 30, 1892, The West Side Street Railway Company, in pursuance of chapter 563 of the Laws of 1890, known as Railroad Law, merged in The Buffalo Railway Company, and a certificate as provided by said act was made and filed in the office of the Secretary of State.

The business of The West Side Street Railway lines for the year is included in this report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	60,000	\$6,000,000
Issued on account of construction.....	3,705	\$370,500
Issued for stock of Buffalo Street Railroad Company	25,000	2,500,000
Issued for stock of Buffalo East Side Street Railway Company..	24,000	2,400,000
Issued for stock of Buffalo West Side Street Railway Company.	1,000	100,000
Total now outstanding.....	53,705	\$5,370,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
First mortgage, Buffalo Street Railroad.....	May 1, 1899	p.c. 7	May and Nov...	\$150,000 00
Second mortgage, Buffalo Street Railroad ...	July 1, 1905	7.6	Jan. and July ..	650,000 00
First mortgage, Buffalo East Side Railway ..	June 1, 1904	7	June and Dec ..	300,000 00
Second mortgage, Buffalo East Side Railway.	Sept. 1, 1912	6	March and Sept.	225,500 00
Mortgage on real estate	Dec. 1, 1902	6	Jan. and July ..	6,000 00
Mortgage on real estate	May 30, 1905	6	May and Nov...	30,000 00
Mortgage on real estate	Feb. 1, 1906	6	Feb. and Aug ..	40,000 00
Mortgage on real estate	Jan. 1, 1892	6	Jan. and July ..	12,500 00
Mortgage on real estate	Nov. 4, 1897	6	Jan. and July ..	5,000 00
Mortgage on real estate	Aug 1, 1898	6	Feb. and Aug ..	13,000 00
Consolidated mortgages.....	Feb. 1, 1931	5	Feb. and Aug ..	3,500,000 00
Seven purchase-money mortgages	Var. dates..	6	Various dates ..	30,256 67
Total.....	.....	.....	.....	\$5,020,256 67

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.		Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$360,714 28		\$518,968 26
Electric appliances pertaining to road and superstructure.....	814,521 86		458,759 14
Buildings and fixtures, exclusively used for electric purposes...	151,571 44		266,256 89
All other buildings and fixtures and real estate.....	78,508 37		1,185,514 89
Interest and discount charged to construction	12,237 71		87,501 23
Purchase of constructed road	142,838 67		7,127,147 74
Total cost of road.....	\$1,000,387 33		\$9,649,166 07
EQUIPMENT.			
Horses	* \$22,361 65		\$181,576 40
Harness.....			9,700 50
Cars, other than motor cars.....	219,968 71		200,478 50
Motor cars and fixtures	7,563 67		284,006 95
Wagons, trucks, snow-plows, sleighs.....			24,626 91
Total cost of equipment.....	\$205,810 93		\$580,290 26
Grand total cost of road and equipment	\$1,206,198 26		\$10,229,456 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructing one and thirty-six-one-hundredth miles of second track, and reconstructing twenty and one-half miles of electric traction, and electrical appliances for same	\$657,478 86
Addition to power station and equipment.....	151,571 44
New buildings on Seneca, Sycamore and Genesee streets	74,508 37
Cost of West Side street railway.....	142,838 67
Twenty new cars and sixty-one electrical car equipments	212,044 71
Additional wagons, snow-plows, etc.....	7,563 57
Less decrease in number of horses	\$1,287,059 91
Total.....	\$1,260,598 26

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$295,195 37
Less operating expenses (excluding all taxes)	689,569 87
Net earnings from operation	\$296,606 00
<i>Income from other sources, as follows, viz.:</i>	
Advertising	\$4,768 35
Interest on mortgage.....	18,258 83
	23,711 68
Gross income from all sources.....	\$319,317 68
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$19,473 86
Taxes on earnings and capital stock	16,388 82
Interest on funded debt due and accrued	254,088 74
	290,951 42
Surplus for year ending June 30, 1892.....	\$28,921 76

General Income Account.

Surplus for year ending June 30, 1892.....	\$28,921 76
Surplus up to June 30, 1891	\$207,127 01
Discount on bonds sold.....	94,100 00
	113,027 01
Total surplus June 30, 1892	\$141,948 77

* Decrease.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$985,195 37
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$9,678 13
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	4,753 87
Repairs of buildings and fixtures, exclusively used for mechanical power	2,552 27
Repairs of all other buildings and fixtures	1,992 76
Repairs of cars (not motors) and other vehicles	23,625 75
Repairs of motor cars and fixtures	25,144 94
Repairs of harness and stable equipment	11,567 57
Horseshoeing	14,967 08
Renewals of horses and mules	24,476 54
Provender (including expense of grinding)	103,512 36
Salaries of general officers and clerks	24,309 28
Wages of conductors and drivers on horse cars	167,020 35
Wages of conductors and motor men on cars propelled by mechanical traction ..	54,329 08
Wages of engineer, firemen and all others employed at power house	7,893 11
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	101,837 93
Light and fuel, other than at power house	7,243 12
Fuel, light and other supplies used at power house	8,325 19
Water tax	1,277 41
Damages to persons and property	9,309 50
Legal expenses	2,452 53
Advertising, printing and office expenses	4,911 60
Insurance	7,990 92
Removal of snow and ice	7,855 90
Contingencies	8,932 31
Rent	3,532 43
Total operating expenses	\$639,589 37

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$9,649,166 07
Cost of equipment	680,290 26
<i>Other permanent investments, as follows, viz.:</i>	
Mortgage receivable	350,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$12,036 01
Open accounts	147,683 19
Supplies on hand	33,181 90
	192,851 10
	\$10,872,307 43
LIABILITIES.	
Capital stock	\$5,370,500 00
Funded debt	5,020,256 67
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$85,299 17
Bills payable	215,874 42
Open accounts	27,423 81
Sundries	11,015 09
	339,601 49
Profit and loss (surplus)	141,948 77
	\$10,872,307 43

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	43.941
Second track on main line and branches	23.57
Sidings on main line and branches .....	.89
Total length of all tracks and sidings owned	68.401
Weight of rail per yard	50, 54 & 62 lbs
Gauge of track	4 ft 8 1/4 in.
Number of box cars, not motors	151
Open cars, not motors	6
Horses and mules	1,110
Number of motor cars	1
Rate of fare per passenger	Adults, 5c.; children, 3c
Number of passengers carried in cars during year	30,109,05
Average number of employes (including officials) during year	~

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

General officers and clerks \$24,800 28

OTHER EMPLOYEES.

	Average number of hours on duty per day	Wages.
Conductors and drivers (motor cars).....	..	Per hour, \$0 18
Drivers and conductors (horse cars).....	..	Per hour, 18
Starters .....	..	Per hour, 15
Watchmen	12	Per day, 1 50
Switchmen	12	Per day, 1 50
Roadmen	10	Per day, 1 50
Helpers	10	Per day, 1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	15	.....	15
Employees	1	1	2
Others.....	5	2	13
Total	21	3	24

Officers of the Company.

Name.	Title.	Official Address.
HENRY M. WATSON ...	President	No. 346 Main st., Buffalo, N. Y.
HARDIN A. LITTELL....	Vice-President and Gen. Man.....	No. 346 Main st., Buffalo, N. Y.
JOSEPH S. BAECHER...	Secretary and Treasurer.....	No. 346 Main st., Buffalo, N. Y.
EDWARD EDWARDS	Superintendent	No. 346 Main st., Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
H. SKILLERS MCKEE.....	Pittsburg, Pa.
EDWARD E. DENNISTON.....	Philadelphia, Pa.
THOMAS DEWITT CUTLER.....	Philadelphia, Pa.
HORACE MAGEE.....	Philadelphia, Pa.
CORNELIUS C. CUTLER.....	New York city.
HENRY M. WATSON.....	Buffalo, N. Y.
SAMUEL S. SPAULDING.....	Buffalo, N. Y.
HARDIN H. LITTELL.....	Buffalo, N. Y.
ROBERT L. FEYER	Buffalo, N. Y.
GEORGE URRAM, Jr	Buffalo, N. Y.
DANIEL O'DAY	Buffalo, N. Y.
JOHN L. WILLIAMS.....	Buffalo, N. Y.
JOHN N. SCOTCHERD.....	Buffalo, N. Y.

Title of company, Buffalo Railway Company.

General offices at 346 and 348 Main street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information as to this report, address Joseph S. Baecher, Secretary.

CANANDAIGUA.

(Date of charter, May 4, 1886.)

The Canandaigua Street Railroad Company was organized in April, 1886, obtained its certificate of incorporation in May, 1886, and bought its franchise at a public sale authorized by the board of trustees of the village of Canandaigua on December 2, 1886, agreeing to pay therefor into the village treasury per annum, one thirty-second of one per cent of the gross receipts derived from its operation.

The road was built under contract by the Canandaigua Construction Company, one-half the line being completed and put in operation September 6, 1887, and the whole October 1, 1887. During the year ending September 31, 1889, a one-half mile branch to the fair ground was built. The road and its property were sold in foreclosure proceedings July 9, 1892; its operation as a horse railroad has been discontinued, and it is understood that the road is to be reorganized and extended and to be operated by electricity.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	800	\$30,000	.....
Issued for actual cash.....	15	\$1,500	.....
Issued on account of construction	285	28,500	.....
Total now outstanding.....	300	\$30,000	\$15,704 24

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	* Oct. 1, 1907	p.c. 6	April 1 & Oct. 1	\$20,000	\$20,000

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	.....	\$6,055 21
Buildings and fixtures .....	.....	91 32
Interest and discount charged to construction .....	.....	496 73
Road built by contract.....	.....	27,439 86
Purchase of constructed road .....	.....	91 60
Total cost of road .....	.....	\$34,173 61
EQUIPMENT.		
Horses .....	.....	\$77 08
Harness	\$54 37	111 22
Cars.....	.....	851 68
Total cost of equipment	\$54 37	\$1,746 55
Grand total cost of road and equipment.....	\$54 37	\$35,920 16

* With option for five years.

CANANDAIGUA.

737

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,231 51
Less operating expenses (excluding all taxes)	4,425 09

Net loss from operation..... \$194 18

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$120 15
Taxes on earnings and capital stock	34 15
Interest on funded debt due and accrued	1,200 00
	1,873 30

Deficit for year ending June 30, 1892..... \$1,567 43

OPERATING EXPENSES.

Repairs of roadbed and track	\$48 20
Repairs of cars and other vehicles	82 84
Repairs of harness and stable equipment	54 87
Horseshoeing	218 51
Provender (including expense of grinding)	1,702 80
Wages of conductors and drivers	1,060 75
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	965 19
Light and fuel	26 84
Insurance	76 88
Contingencies	200 06

Total operating expenses..... \$4,425 09

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment..... \$25,922 46

Current assets, as follows:

Bills receivable	30 00
Open accounts	600 00
Supplies on hand	84 30
Unpaid assessments	1,600 00
Profit and loss (deficiency)	1,567 43

\$39,804 24

LIABILITIES.

Capital stock	\$15,704 34
Funded debt	20,000 00

Current liabilities, as follows, viz.:

Interest on funded debt	1,200 00
Bills payable	2,900 00

\$39,804 34

Characteristics of Road, Equipment, Etc.,

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from lake to barn	2
Single track, branch, from Main street to Fair grounds	5

Total length of single track on main line and branches..... 2 5

Weight of rail per yard	35 and 38 lbs.
Gauge of track	4 ft 8 1/2 in
Number of box cars	4
Open cars	2
Horses and mules	22
Schedule time making trip one way	30 min
Cars are run	Every 15 min.
Rate of fare per passenger	5, 41-6 & 9 cts
Number of passengers carried in cars during year	100,000

Salaries, Wages, Etc., of Officers and Employees.

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers	12	\$1 00
Hostlers	14	1 00

Officers of the Company.

Name.	Title.	Official Address.
A. S. COOLEY	President	Canandaigua, N. Y.
C. F. MILLIKEN	Secretary	Canandaigua, N. Y.
C. C. SACKETT	Treas. and Gen. Manager	Canandaigua, N. Y.

Directors of the Company.

Name.	Residence.
F. O. CHAMBERLAIN	Canandaigua, N. Y.
C. F. MILLIKEN	Canandaigua, N. Y.
C. C. SACKETT	Canandaigua, N. Y.
M. N. CLEMENT	Canandaigua, N. Y.
A. E. COOLEY	Canandaigua, N. Y.
I. B. SMITH	Canandaigua, N. Y.
A. S. COOLEY	Canandaigua, N. Y.

Title of company, Canandaigua Street Railroad Company.
General offices at Canandaigua, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Thursday in May.
For information concerning this report, address C. C. Sackett, Managing Director.

CENTRAL CROSSTOWN (New York city).

(Date of charter, March 28, 1873.)

This company was organized under the general railroad laws of 1850 and acts supplementary thereto and is the owner of the franchises granted by chapter 160, Laws of 1873, by assignment of the grantees therein named. On the 28th day of May, 1890, this company leased the property of the Christopher and Tenth Street Railroad Company at a rental of eight per cent per annum on its capital stock and interest on its funded debt.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value	
Authorized by law	6,000	\$600,000	.....
Issued for actual cash	270	\$27,000	\$27,000
Issued on account of construction	5,730	573,000	573,000
Total now outstanding	6,000	\$600,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding	Cash realized on account outstanding.
		Rate.	When payable.		
First mortgage bonds	Nov., 1922	p.c. 6	May 1 & Nov. 1	* \$250,000	\$53,000

* Of the above bonds, \$200,000 were exchanged for previously outstanding bonds of the company for same amount bearing interest at 7 per cent, and \$53,000 was realized in cash for the remaining fifty bonds.

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Roadbed, superstructure and rails.....	\$379,516 23
Right of way.....	200,000 00
Real estate, buildings and fixtures.....	181,629 81
Total cost of road.....	\$761,246 18
EQUIPMENT.	
Horses and harness.....	\$38,850 50
Cars, wagons, trucks, snow-plows, sleighs.....	40,103 87
Total cost of equipment.....	\$78,753 87
Grand total cost of road and equipment.....	\$840,000 00

Income Account for Year Ending June 30, 1893.

Gross earnings from operation.....	\$594,150 55
Less operating expenses (excluding all taxes).....	384,728 23
Net earnings from operation.....	\$159,422 23
<i>Income from other sources, as follows, viz.:</i>	
Advertising receipts.....	\$2,400 00
Rent real estate.....	1,611 75
	4,211 75
Gross income from all sources.....	\$163,633 97
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$4,551 04
Taxes on earnings and capital stock.....	37,634 05
Interest on funded debt due and accrued.....	36,800 00
Rents of leased lines.....	58,000 00
	120,407 09
Net income from all sources.....	\$43,186 88
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 7 per cent on capital stock.....	42,000 00
Surplus for year ending June 30, 1893.....	\$1,186 88

General Income Account.

Surplus for year ending June 30, 1893.....	\$1,186 88
Surplus up to June 30, 1891.....	10,474 67
Total surplus June 30, 1892.....	\$11,641 55

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$594,150 55
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$3,407 75
Repairs of buildings and fixtures.....	3,141 44
Repairs of cars and other vehicles.....	18,280 40
Repairs of harness and stable equipment.....	3,916 04
Horseshoeing.....	7,001 10
Renewals of horses and mules.....	11,548 80
Provender (including expense of grinding).....	61,618 66
Salaries of general officers and clerks.....	14,941 94
Wages of conductors and drivers.....	138,068 78
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	61,706 67
Light and fuel.....	2,148 68
Water tax.....	328 30
Damages to persons and property.....	9,359 39
Legal expenses.....	7,858 57
Advertising, printing and other expenses.....	2,848 72
Insurance.....	3,194 10
Removal of snow and ice.....	1,439 00
Contingencies.....	1,789 71
Rent of tracks.....	6,237 50
Total operating expenses.....	\$384,728 23

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$761,346 13
Cost of equipment	78,753 87
Other permanent investments	1,000 00

Current assets, as follows, viz.:

Cash on hand	\$16,983 17	
Open accounts	3,658 38	20,641 55
		<u>\$861,641 55</u>

LIABILITIES.

Capital stock	\$600,000 00
Funded debt	250,000 00
Profit and loss (surplus)	11,641 55
	<u>\$861,641 55</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Twenty-third street and East river, to Hoboken ferry	2.00519
Second track on main line from Hoboken Ferry to Twenty-third street and East river	1.96618
Sidings on main line and branches .....	.19100
Total length of all tracks and sidings owned	<u>4.16237</u>

Length of railways actually leased and operated by this company, as follows:

	Miles.
Single track from Christopher Street ferry to Tenth Street ferry, East river....	2.25
Single track from Christopher Street ferry to Fourteenth street and Fourth avenue	1.50
Total length of single track leased	<u>3.75</u>
Second track and sidings	3.75
Total length of all tracks and sidings leased	<u>7.50</u>
Grand total length of all tracks and sidings owned and leased	<u>11.66237</u>

Weight of rails per yard	45 to 52 lbs.
Gauge of track	4 ft. 8 1/2 in.
Number of box cars	113
Horses and mules	50
Schedule time making trip one way. { to East Twenty-third street.....	20 min.
{ to East Tenth street.....	23 1/4 min.
{ to East Fourteenth st. and Fourth ave....	17 1/4 min.
Cars are run	Every 1 to 4 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	10,453,011
Average number of employees (including officials) during year	454

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

Annual salary.

General officers	\$14,361 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	\$1 50 to \$2 00
Drivers	11	1 00 to 1 50
Starters	9 1/2	1 00 to 1 50
Watchmen	11	1 00 to 1 50
Roadmen	10	1 00 to 1 50
Hostlers	10	1 00 to 1 50
Repair shop	10	1 75 to 2 00

CENTRAL CROSSTOWN.

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ACCIDENTS.

	Injured.	Killed	Total.
Passengers	1	1
Others, not employees	3	3
Total	1	3	4

Officers of the Company.

Name.	Title.	Official Address.
GEORGE S. HART.....	President.....	New York city.
ADDISON CAMMACK.....	Vice-President.....	New York city.
E. BURTON HART.....	Treasurer and Second Vice-President	New York city.
MILTON I. MASSON	Secretary	New York city.

Directors of the Company.

Name.	Residence
GEORGE S. HART.....	New York city.
ADDISON CAMMACK.....	New York city.
MILTON I. MASSON	New York city.
E. BURTON HART	New York city.
JULIUS BENEDICT	New York city.
NOAH C. ROGERS.....	New York city.
JOHN W. STERLING	New York city.
CHARLES F. COX.....	New York city.
GEORGE W. LINCH.....	New York city.
WILLIAM H. HAZARD	New York city.
JOEL F. FREEMAN.....	New York city.
CHARLES B. WEBSTER	New York city.

Title of company, Central Crosttown Railroad Company.

General offices at 170 Christopher street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address M. I. Masson, Secretary.

CENTRAL PARK, NORTH AND EAST RIVER (New York city).

(Date of charter, July 19, 1890.)

This company runs over the tracks of the Dry Dock, East Broadway and Battery Railroad Company. Lease dated January 5, 1878. Seven hundred and fifty dollars per annum, payable semi-annually, and to continue while the tracks are used in common.

This company (Central Park, North and East River Railroad Company), has a perpetual lease of the tracks, roadway, etc., of the New York Central and Hudson River Railroad Company from Thirtieth street to Canal street, through Tenth avenue and West street, and in compensation therefore agrees to keep the pavement in repair upon the line to the extent that the New York Central and Hudson River Railroad Company is required by law to do.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value	Cash realized on amount outstanding
Authorized by law or charter.....	18,000	\$1,800,000	.....
Issued for actual cash.....	9,664.69	\$,866,469	\$866,469
Issued on account of construction, previous to 1878.....	6,490	649,000	.....
Issued previous to 1879 for stock dividends	1,845.31	184,531	.....
Total now outstanding.....	18,000	\$1,800,000	\$956,469

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage on all property.....	Dec. 1, 1902	p.c. 7	June & Dec.	\$1,200,000	\$1,106,900

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$75 00	\$1,833,909 70
Buildings and fixtures.....	14,802 22	525,627 22
Total cost of road.....	\$14,877 22	\$2,359,536 92
EQUIPMENT.		
Horses.....	.....	\$233,000 00
Harness.....	.....	3,500 00
Cars and fixtures.....	.....	211,100 00
Dummies.....	.....	2,800 00
Total cost of equipment.....	.....	\$450,400 00
Grand total cost of road and equipment.....	\$14,877 22	\$2,810,167 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Recording consent of property owners to change motive power.....	\$75 00
Purchase of real estate.....	14,802 22
Total	\$14,877 22

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$313,317 19
Less operating expenses (excluding all taxes).....	501,974 54
Net earnings from operation	\$231,342 65
Income from other sources, as follows, viz.:	
Rent	\$10,944 75
Advertising bureau.....	2,000 02
Interest.....	1,385 36
	13,579 13
Gross income from all sources	\$244,921 78
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$5,667 19
Taxes on earnings and capital stock	6,995 10
Taxes other than above	5,523 29
Interest on funded debt due and accrued	84,000 00
	102,185 58
Net income from all sources	\$142,736 20
Payments from net income, as follows, viz.:	
Dividends declared, 4¼ per cent on capital stock.....	65,80 00
Surplus for year ending June 30, 1892	\$76,936 20

CENTRAL PARK, NORTH AND EAST RIVER.

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General Income Account.

Surplus for year ending June 30, 1892	\$47,226 81
Deficit up to June 30, 1891	168,098 10
Total deficit June 30, 1892	<u>\$120,871 29</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	<u>\$818,817 10</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$34,888 87
Repairs of buildings and fixtures	1,366 56
Repairs of cars and other vehicles.....	21,106 15
Repairs of harness and stable equipment.	4,508 59
Horseshoeing.....	11,507 00
Renewals of horses and mules	54,256 19
Provender (including expense of grinding).....	122,956 01
Salaries of general officers and clerks.....	23,840 00
Wages of conductors and drivers	192,127 47
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	98,595 92
Light and fuel.....	6,967 81
Water tax	1,396 65
Damages to persons and property, including accidents insurance.....	11,358 28
Legal expenses.....	8,516 11
Advertising, printing and office expenses....	1,378 89
Insurance.....	8,886 80
Removal of snow and ice.....	1,578 56
Contingencies	2,262 12
Interest.....	188 77
Total operating expenses.....	<u>\$591,974 84</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$2,859,536 92
Cost of equipment.....	450,680 48
Other permanent investments.....	5,110 00

Current assets, as follows, viz.:

*Cash on hand.....	\$70,495 26	
Open accounts.....	90 19	70,585 44
Profit and loss (deficiency).....		120,871 29
		<u>\$3,006,734 18</u>

LIABILITIES.

Capital stock.....	\$1,800,000 00
Funded debt.....	1,206,350 00

Current liabilities, as follows, viz.:

Dividends unpaid.....	\$146 26	
Open accounts.....	287 88	884 18
		<u>\$3,006,734 18</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Fifty-fourth street and Tenth avenue, east and west, to South Ferry	9.58
Length of single track on main line and branches.....	9.58
Total length of all tracks and sidings owned.....	<u>19.16</u>

Length of railways actually leased and operated by this company, as follows:

	Miles
Single track from Fifty-fourth street and Tenth avenue, east and west, to South Ferry, at various points of route.....	3.42
Second track and sidings.....	3.42
Total length of all tracks and sidings leased	<u>6.84</u>
Grand total length of all tracks and sidings owned and leased.....	<u>26</u>

* Included in above cash is the sum of \$25,489.17 (deposited in reserve), being amount of tax 1891, in suit.

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	126
Open cars.....	60
Horses and mules.....	1,230
Schedule time making trip one way.....	2 hrs. 16 min.
Cars are run.....	Average 8¼ min.
Rate of fare per passenger.....	5 cents
Number of passengers carried in cars during year.....	16,344,446
Average number of employees (including officials) during year.....	460

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

General officers including president, vice-president, secretary and treasurer, superintendent and clerks.....	\$30,575 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, paid by trip, making.....	11	\$2 35 and \$2 00
Drivers.....	11	2 25 and 2 00
Starters.....	10¼	2 50 and 2 25
Watchmen.....	12	2 25
Switchmen.....	10	1 00
Roadmen.....	11	2 75 and 1 00
Hostlers.....	10	1 75
Carpenters, painters, etc.....	10	2 25 and 1 50

ACCIDENTS.

Injured

Passengers.....	10
Others, not employees.....	4
Total	14

Officers of the Company.

Name.	Title.	Official Address.
G. HILTON SCRIBNER.....	President.....	789 Tenth avenue, N. Y. city.
C. DENSMORE WYMAN.....	Vice-President.....	789 Tenth avenue, N. Y. city.
J. L. VALENTINE.....	Secretary and Treasurer.....	789 Tenth avenue, N. Y. city.
JOHN H. OAKLEY.....	Superintendent.....	789 Tenth avenue, N. Y. city.

Directors of the Company.

Name.	Residence.
G. HILTON SCRIBNER.....	Yonkers, N. Y.
JOHN T. TERRY.....	Irvington, N. Y.
HENRY W. SMITH.....	Orange, N. J.
CHARLES DANA.....	New York city.
THOMAS C. ACTON.....	New York city.
HENRY K. SHELDON.....	Brooklyn, N. Y.
JAMES R. CUMMING.....	New York city.
C. DENSMORE WYMAN.....	Yonkers, N. Y.
J. ROMAINE BROWN.....	New York city.
CHAS. A. HOTCHKISS.....	Bridgeport, Conn.
MORRIS K. JESSUP.....	New York city.
DEMAS STRONG.....	Brooklyn, N. Y.
EDWARD C. SMITH.....	Brooklyn, N. Y.

Title of company, Central Park, North and East River Railroad Company.
 General offices at 789 Tenth avenue, New York city.
 Date of close of fiscal year, 30th of September.
 Date of stockholders' annual meeting, third Tuesday in October.
 For information as to this report, address 789 Tenth avenue, New York city.

CHRISTOPHER AND TENTH STREET

(Date of charter April 2, 1893.)

That Christopher and Tenth Street Railroad Company was organized under and pursuant to Chapter 301 of the Laws of 1893, by and with a grant was made to Lewis May and others, and sold by them to the company for \$500,000 of its stock, on November 18, 1893, an extension of track from the foot of Christopher Street to the foot of Tenth Street and from there on was added by a lease from the city of New York to the company.

The following property was taken into possession of the company with the New Avenue Railroad Company and the New York City Street Railway Company, and the same was sold to the company.

On the 1st day of May, 1893, the company leased its track and property to the Central Trust and Safe Deposit Company, lessors to the company, at a rental of 8 per cent per annum on the capital stock of the company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of Shares	Total par value	Cash realized on amount outstanding
Authorized by Law of 1893, Chapter 301, Section 1, to be issued by the company	100,000	\$1,000,000	\$600,000

FUNDED DEBT.

DESIGNATION OF DEBT	INTEREST		Amount outstanding	Cash realized on amount outstanding
	When payable	At what rate		
Mortgage on real estate property	1893	5%	\$100,000	\$100,000
City of New York	1893	5%	100,000	100,000
City of New York	1893	5%	100,000	100,000
City of New York	1893	5%	100,000	100,000
City of New York	1893	5%	100,000	100,000
Total			\$400,000	\$400,000

Cost of Road and Equipment.

Grants for cost of road and equipment	\$1,000,000.00
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Income Account for Year Ending June 30, 1892.

* Income from road	\$52,000.00
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Payments for interest on funded debt

Dividends to holders of stock	\$100,000.00
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General Balance Sheet June 30, 1892.

Cost of road and equipment	\$1,000,000.00
Real estate	100,000.00
Profit and loss	100,000.00
Total	\$1,200,000.00
Capital stock	\$1,000,000.00
Funded debt	200,000.00
Total	\$1,200,000.00

* In addition to the interest on the funded debt, the company has received interest on the cash balance of \$100,000.

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
JOHN DOWNEY.....	President	New York city.
ISAAC HENDRIX	Vice-President	New York city.
GEORGE W. LINCH.....	Secretary and Treasurer	New York city.

Directors of the Company.

Name.	Residence.
ISAAC HENDRIX.....	New York city.
ALFRED WAGSTAFF.....	New York city.
EDWARD K. JONES.....	New York city.
R. R. GOVIN	New York city.
A. FORGER	New York city.
GEORGE W. LINCH	New York city.
JAMES A. RICHMOND	New York city.
JIM STEVENS.....	New York city.
GEORGE H. PRENTISS.....	Brooklyn, N. Y.
W. T. HATCH.....	Brooklyn, N. Y.
J. W. COOPER	Brooklyn, N. Y.
JOEL F. FREEMAN.....	East Orange, N. J.
JOHN DOWNEY	New York city.

Title of company, The Christopher and Tenth Street Railroad Company.
General offices at 168 Christopher street, New York city.
Date of close of fiscal year, June 1.
Date of stockholders' annual meeting, first Tuesday in June.
For information as to this report, address George W. Linch, Secretary and Treasurer.

CITY ISLAND.

OPERATED BY PELHAM PARK.

(Date of charter, August 30, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	\$50,000	.....
Issued for actual cash and now outstanding.....	500	12,500	\$12,273

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate	When payable.		
First mortgage bond.....	Jan. 2, 1898	p.c. 6	Jan. and July	\$27,873 17	\$27,873 17

Cost of Road.

Total cost up to
June 30, 1892.

Roadbed, superstructure and rails	\$40,122 59
Right of way	164 24
Total cost of road.....	\$40,286 74

CITY ISLAND.

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General Income Account

Surplus up to June 30, 1901..... \$101 83

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$40,386 74
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	1,220 00
Due from stockholders.....	236 00
	<u>\$41,850 83</u>
LIABILITIES.	
Capital stock.....	\$12,500 00
Funded debt.....	27,873 17
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	1,220 00
Sundries due treasurer.....	86 74
Profit and loss (surplus).....	101 83
	<u>\$41,850 83</u>

Officers of the Company.

Name.	Title.	Official Address
W. R. LAMBERTON.....	President.....	16 and 18 Exchange place, N. Y. city.
E. N. ANABLE.....	Secretary and Treasurer.	16 and 18 Exchange place, N. Y. city.
F. UNDERHILL.....	Superintendent.....	City Island, N. Y.

Directors of the Company.

Name.	Residence
W. R. LAMBERTON.....	Pelham Manor, N. Y.
ENGLE STUART.....	New York city.
E. N. ANABLE.....	Long Island City, N. Y.
HENRY D. CARRY.....	City Island, N. Y.
HOWARD N. POTTER.....	New Rochelle, N. Y.
SHERMAN T. PEEL.....	City Island, N. Y.
J. RALPH BURNETT.....	New York city

Title of company, City Island Railroad Company.
 General offices at City Island, N. Y.; branch office, 16 and 18 Exchange place, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Wednesday of June
 For information as to this report, address City Island Railroad Company, 16 and 18 Exchange place, New York city.

CITY OF POUGHKEEPSIE.

(Date of charter, October 25, 1877.)

A special charter was granted May 6, 1869, by the Legislature, chapter 654 of Laws of 1869, incorporating the "Poughkeepsie City Railroad Company."
 That company was sold under decree in foreclosure and the purchasers of the property, franchises, etc., filed a certificate of reorganization October 25, 1877, pursuant to the provisions of General Railroad Act passed April 2, 1850, and acts amendatory and supplemental thereto, under the name or title of "City Railroad Company of Poughkeepsie."

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	8,400	\$85,000 00
Issued on account of construction and now outstanding.....	3,190 49-250	79,762 54

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage	May 1, 1895	p.c. 5	May and Nov.	\$12,000	\$12,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed, superstructure and rails since June 30, 1890.....		\$1,599 06
Purchase of constructed road and equipment, including betterments to June 30, 1890.....		104,819 05
Total cost of road.....		\$106,411 11
EQUIPMENT.		
Cars since July 1, 1890.....		500 00
Grand total cost of road and equipment.....		\$106,911 11

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$20,617 86
Less operating expenses (excluding all taxes).....	16,656 80
Gross income from all sources	\$3,961 06
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$427 76
Taxes on earnings and capital stock	174 88
Taxes other than above	17 86
Interest on funded debt due and accrued	600 00
	1,219 90
Net income from all sources.....	\$2,741 07
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared	2,005 00
Surplus for year ending June 30, 1892	\$736 45

General Income Account.

Surplus for year ending June 30, 1892	\$736 45
Surplus up to June 30, 1891.....	17,127 99
Total surplus June 30, 1892	\$17,864 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$20,189 16
Messenger	161 70
Baggage.....	267 00
Total gross earnings.....	\$20,617 86
OPERATING EXPENSES.	
Repairs of roadbed and track	\$617 00
Repairs of buildings and fixtures	565 97
Repairs of cars and other vehicles.....	496 52
Repairs of harness and stable equipment.....	343 29
Horseshoelug	1,048 10
Renewals of horses and mules	363 00
Provender (including expense of grinding).....	4,428 11
Salaries of general officers and clerks.....	1,299 61
Wages of conductors and drivers	2,844 01
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	2,960 51
Light and fuel.....	199 01
Water tax.....	26 11
Damages to persons and property	20 01
Legal expenses.....	539 11
Advertising, printing and office expenses.....	192 11
Insurance	212 51
Removal of snow and ice.....	332 11
Contingencies	65 11
Total operating expenses	\$16,656 80

CITY OF POUGHKEEPSIE.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment.....	\$106,911 11
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,470 59
Open accounts.....	75 38
Supplies on hand.....	917 00
Office change.....	246 00
	<hr/> \$109,625 98

LIABILITIES.

Capital stock.....	\$79,702 54
Funded debt.....	12,000 00
Profit and loss (surplus).....	17,853 44
	<hr/> \$109,625 98

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Hudson river to Vassar college.....	8
Single track, branch, from main line to New York and Massachusetts railroad.....	.25
Total length of single track on main line and branch.....	<hr/> 8.25
Sidings on main line and branch.....	1
Total length of all tracks and sidings owned.....	<hr/> 4 25
Weight of rail per yard.....	40 lbs.
Gauge of track.....	4 ft 8½ in.
Number of box cars.....	19
Horses and mules.....	45
Schedule time making trip one way.....	26 minutes.
Cars are run:	
From stable to river.....	Every 12 min.
To Vassar college.....	Every 24 min.
Rate of fare per passenger.....	5 and 10 cents.
Number of passengers carried in cars during year.....	304,676
Average number of employees (including officials) during year.....	17

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

Annual salary.

Superintendent.....	\$1,200 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day	Wages per day
Drivers.....	12	\$1 50
Watchmen.....	12	1 40
Switchmen.....	10	1 25
Roadmen.....	10	2 00
Hostlers.....	12	1 60

Officers of the Company.

Name.	Title.	Official Address.
W. H. YOUNG.....	President.....	Poughkeepsie, N. Y.
E. S. AIRWATER.....	Vice-President.....	Poughkeepsie, N. Y.
SILAS WOODBELL.....	Secretary.....	Poughkeepsie, N. Y.
EDMUND YOUNG.....	Treasurer.....	Poughkeepsie, N. Y.
C. M. DAVIS.....	Superintendent.....	Poughkeepsie, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
W. H. YOUNG.....	Poughkeepsie, N. Y.
E. S. ATWATER.....	Poughkeepsie, N. Y.
SILAS WOODELL.....	Poughkeepsie, N. Y.
EDMUND YOUNG.....	Poughkeepsie, N. Y.
JOHN D. PLATT.....	Poughkeepsie, N. Y.
F. R. BAIN.....	Poughkeepsie, N. Y.
WM. R. INNIS.....	Poughkeepsie, N. Y.
JAMES REYNOLDS.....	Poughkeepsie, N. Y.
A. V. V. HAIGHT.....	Poughkeepsie, N. Y.

Title of company, City Railroad Company of Poughkeepsie.

General offices at 491 Main street, Poughkeepsie, N. Y.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, first Tuesday in July.

For information as to this report, address C. M. Davis, Superintendent.

CONEY ISLAND AND BROOKLYN.

(Date of charter, December 10, 1860.)

Resolution of common council, authorizing the construction, passed February 2, 1861. Act of Legislature, chapter 334 of 1861, to construct this road and to lay thereon rails of less weight than required by the General Railroad Act, and to widen and reconstruct the bridge at Coney Island, passed April 20, 1861. Acts of 1865, relating to Prospect (Brooklyn) Park Commissioners, directing change of roadway on park approaches. Act, chapter 675, passed May 7, 1868, modifying the change of roadway and to reduce the capital stock. Act, chapter 356, Laws of 1874, authorizing the construction of branch to communicate with Hamilton ferry. Lease of track, Hamilton avenue, effected by contract, July, 1874

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash.....	145	\$14,500	\$14,500
Issued on account of construction.....	4,845	484,500	484,500
Personal damages incident thereto.....	8	800	800
Total now outstanding.....	5,000	\$500,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST		Amount outstand- ing	Cash realized on amount outstand- ing.
		Rate	When payable.		
First mortgage bonds.....	Jan. 1, 1904	5	Jan & July	\$300,000	\$301.3
Certificate of indebtedness.....	Jan. 1910	6	Jan & July	471,000	471.3
First mortgage bond of the Prospect Park and Flatbush Railroad Company assumed by this company on acquir- ing the capital stock of same.....	Aug. 1906	6	Feb & Aug	20,000	.....
Total.....				\$791,000	\$772.60

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$19,846 29	\$185,474 23
Electric appliances pertaining to road and superstructure	26,596 57	52,133 87
Right of way	9,763 89	47,298 58
Real estate	50,000 00	84,312 83
Buildings and fixtures, exclusively used for electric purposes	16,846 36	69,773 20
All other buildings and fixtures .....	.....	94,936 79
Interest and discount charged to construction	5,869 41	55,586 00
Road built by contract .....	.....	450,000 00
Purchase of constructed road	15 82	45,569 48
Total cost of road	\$128,436 84	\$1,085,014 98

EQUIPMENT.		
Horses	*\$16,800 00	\$37,415 00
Harness .....	.....	2,885 94
Cars, other than motor cars .....	.....	72,777 59
Motor cars and fixtures	58,797 66	186,181 14
Total cost of equipment	\$41,997 66	\$249,259 67
Grand total cost of road and equipment	\$170,434 50	\$1,334,274 65

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$286,405 23
Less operating expenses (excluding all taxes)	207,171 81
Net earnings from operation	\$79,233 42
<i>Income from other sources, as follows, viz.:</i>	
Rent of building	\$360 00
Interest on bank account	234 57
Leases	250 00
	844 57
Gross income from all sources	\$80,077 99
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$10,122 37
Taxes on earnings and capital stock	2,182 02
Interest on funded debt due and accrued	34,103 50
Rent of track	171 16
	46,579 05
Net income from all sources	\$33,498 94
<i>Payments from net income, as follows, viz.:</i>	
Loss, in equipment, of horses	7,418 00
Surplus for year ending June 30, 1892	\$26,080 94

General Income Account.

Surplus for year ending June 30, 1892	\$26,080 94
Surplus up to June 30, 1891	62,885 95
Total surplus June 30, 1892	\$88,966 89

Analysis of Gross Earnings and Operating Expenses.

From passengers	\$286,405 23
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* Deduction.

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$1,363 24
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	1,339 55
Repairs of buildings and fixtures, exclusively used for mechanical power.....	1,731 11
Repairs of all other buildings and fixtures.....	438 08
Repairs of cars (not motors) and other vehicles.....	5,239 70
Repairs of motor cars and fixtures.....	3,877 97
Repairs of harness and stable equipment.....	4,109 25
Horseshoeing.....	4,873 48
Renewals of horses and mules	5,485 00
Provender (including expense of grinding).....	41,936 00
Salaries of general officers and clerks.....	8,206 00
Wages of conductors and drivers on horse cars.....	60,566 19
Wages of conductors and motor men on cars propelled by mechanical traction..	9,832 07
Wages of engineer, firemen and all others employed at power house.....	7,636 94
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	32,563 88
Light and fuel, other than at power house.....	1,258 47
Fuel, light and other supplies used at power house.....	6,580 01
Water tax.....	298 86
Damages to persons and property	4,672 11
Legal expenses.....	1,264 08
Advertising, printing and office expenses	1,119 19
Insurance.....	1,097 76
Removal of snow and ice.....	308 98
Contingencies	1,138 85
Total operating expenses.....	\$207,171 81

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$1,065,014 98
Cost of equipment	249,259 67

Current assets, as follows, viz. :

Cash on hand.....	69,321 54
Supplies on hand.....	17,746 83
	\$1,421,343 02

LIABILITIES.

Capital stock	\$500,000 00
Funded debt.....	791,000 00

Current liabilities, as follows, viz. :

Interest on funded debt	1,350 00
Dividends unpaid.....	29 00
Bills payable	83,847 13
Open accounts.....	6,650 00
Profit and loss (surplus)	86,466 89
	\$1,421,343 02

Characteristics of Road, Equipment, Etc,

Length of railway owned by company, as follows :

	Miles.
Single track, main line, from ferries to Coney Island.....	10.50
Single track, branch, from Hamilton avenue to Smith street.....	.25
Single track, branch, from Flatbush to Greenwood.....	1.30
Total length of single track on main line and branches.....	12.05
Second track on main line and branches.....	12.26
Sidings on main line and branches.....	.25
Total length of all tracks and sidings owned.....	24.56

Weight of rail per yard	59 to 60 lbs
Gauge of track.....	4 ft. 8½ in
Number of box cars, not motors.....	1
Open cars, not motors.....	1
Horses and mules	11
Number of motor cars	1
Schedule time making trip one way.....	City, 48 min.; country, 25 min
Cars are run.....	Every 4 to 8 min
Rate of fare per passenger	City, 5c.; country, 3 to 10c
Number of passengers carried in cars during year.....	5,440,4
Average number of employees (including officials) during year.....	11

CONEY ISLAND AND BROOKLYN.

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Salaries, Wages, Etc., of Officers and Employees

	OFFICERS AND CLERKS.	Annual salary.
General officers.....		\$8,306 00

OTHER EMPLOYEES.

	Average number of hours on duty per day	Wages per day.
Conductors and drivers.....	12	\$1 50 to \$2 00
Starters	12	2 00 to 2 50
Watchmen, car cleaners and switchmen	12	1 75 to 2 00
Roadmen	12	1 50 to 2 25
Hostlers	12	1 75
Towboys and changers	12	1 25 to 2 00
Mechanics.....	12	1 50 to 4 00
Horseshoers.....	12	3 00 to 3 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	12	.....	12
Others, not employees.....	2	2	4
Total.....	14	2	16

Officers of the Company.

Name.	Title.	Official Address.
H. W. SLOCUM	President	Brooklyn, N. Y.
EDWARD F. DRAYTON.....	Secretary and Treasurer	Brooklyn, N. Y.
D. W. SULLIVAN.....	Superintendent.....	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
H. W. SLOCUM	Brooklyn, N. Y.
WILLIAM MARSHALL.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
WILLIAM JOHNSTON	Brooklyn, N. Y.
WILLIAM N. DYKEMAN.....	Brooklyn, N. Y.
MICHAEL CHAUNCEY	Brooklyn, N. Y.
DAVID L. ARNOTT.....	Brooklyn, N. Y.
L. BURLING	Brooklyn, N. Y.
*E. J. DENISON.....	Brooklyn, N. Y.
H. W. SLOCUM, Jr.	Brooklyn, N. Y.
WYCKOFF VANDERHOFF.....	Brooklyn, N. Y.
MICHAEL MURPHY.....	Brooklyn, N. Y.
EDWARD F. DRAYTON.....	Brooklyn, N. Y.

Title of company, Coney Island and Brooklyn Railroad Company.

General offices at Smith and Ninth streets, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in October.

For information as to this report, address Edward F. Drayton, Secretary and Treasurer.

* Deceased

CORTLAND AND HOMER.

(Date of charter February 25, 1883.)

The road was commenced in the spring of 1882, 2.66 miles of track put down, but on account of an injunction stopping the company crossing the Syracuse and Binghamton steam road, midway between the two villages, by the Delaware, Lackawanna and Western Railway Company, further work on said road was abandoned until the horse railroad company could obtain their right by legal process. That being accomplished, the company have nearly completed the road; that is, they have built a little more than a mile of road, making 3.86 miles of the four miles the charter calls for. In the meantime the company leased a portion of the road from Cortland to the crossing of said Syracuse, Binghamton and New York railroad to D. N. Miller, run in connection with his 'bus line up to the 14th day of September, 1885, when the said horse railroad company took full charge of the road, and proceeded to finish the road, barns and car house and equip the same.

Capital Stock.

	Number of shares.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	800	\$40,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1882.	Total cost of road and equipment up to June 30, 1882.
Roadbed, superstructure and rails.....	.....	\$24,500 44
Right of way .....	.....	625 00
Real estate.....	.....	2,579 54
Buildings and fixtures	\$1,250 00	6,747 00
Interest and discount charged to construction .....	.....	673 22
Total cost of road.....	\$1,250 00	\$35,485 90
EQUIPMENT.		
Horses .....	.....	\$2,244 00
Harness.....	.....	185 00
Cars.....	.....	6,058 75
Wagons, trucks, snow-plows, sleighs	\$43 00	914 10
Total cost of equipment	\$43 00	\$9,408 48
Grand total cost of road and equipment.....	\$1,293 00	\$44,894 38

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Addition to barn.....	\$1,250 00
Wagon	43 00
Total	\$1,293 00

Income Account for the Year Ending June 30, 1893.

Gross earnings from operation.....	\$10,219 40
Less operating expenses (excluding all taxes).....	8,415 87
Gross income from all sources	\$1,803 53
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$328 06
Taxes on earnings and capital stock	159 79
Taxes other than above	84 00
	474 82
Net income from all sources.....	\$1,328 71
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 3 per cent on capital stock	1,200 00
Surplus for year ending June 30, 1892	\$188 71

General Income Account.

Surplus for year ending June 30, 1892	\$188 71
Surplus up to June 30, 1891.....	5,102 14
Total surplus June, 30, 1892.....	\$5,290 85

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$9,665 90
Express packages	847 40
Advertising in cars	206 10
Total gross earnings.....	\$10,219 40

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$75 91
Repairs of buildings and fixtures.....	92 31
Repairs of cars and other vehicles	\$17 90
Repairs of harness and stable equipment.....	43 15
Horseshoeing.....	175 48
Renewals of horses and mules	120 00
Provender (including expense of grinding)	1,757 87
Salaries of general officers and clerks.....	1,690 25
Wages of conductors, drivers.....	2,187 67
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	1,394 60
Light and fuel.....	84 16
Advertising, printing and office expenses	88 00
Insurance.....	68 75
Removal of snow and ice.....	280 16
Contingencies	141 07
Total operating expenses.....	\$8,415 87

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$35,485 90
Cost of equipment.....	9,408 48
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,230 01
Bills receivable	115 00
Supplies on hand.....	1,468 00
	\$48,700 39

LIABILITIES.

Capital stock	\$40,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	775 00
Undries	2,694 54
Profit and loss (surplus)	5,230 85
	\$48,700 39

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Cortland to Homer		3.80
Single track, sidings		.20
Total length of single track on main line and branches		4.00
Weight of rails per yard		35 and 30 lbs.
Gauge of track		4 ft. 8½ in.
Number of box cars		4
Open cars		4
Horses and mules		19
Schedule time making trip one way		35 to 40 min.
Cars are run	One every hour each way.	
Rate of fare per passenger	5, 6 and 10 cents; tickets, 20 per cent off; 6 cents, labor tickets.	
Number of passengers carried in cars during year		129,498
Average number of employes (including officials) during year		8 to 10

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President		\$400 00
Vice-president, secretary and treasurer		600 00
Superintendent		725 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13 to 14	\$1 43
Drivers	13 to 14	1 25½
Roadmen	10	1 25½
Hostlers	13 to 14	1 25½

Officers of the Company.

Name.	Title.	Official Address.
CHAS. H. GARRISON	President	Troy, N. Y.
S. E. WELCH	Secretary and Treasurer	Cortland, N. Y.
B. B. TERRY	Superintendent	Cortland, N. Y.

Directors of the Company.

Name.	Residence.
CHAS. H. GARRISON	Troy, N. Y.
D. C. DICKENSON	Cortland, N. Y.
S. E. WELCH	Cortland, N. Y.
M. H. MCGRAW	Cortland, N. Y.
L. D. GARRISON	Cortland, N. Y.
E. MUDGE	Cortland, N. Y.
R. BUSHBY	Cortland, N. Y.
E. M. HULBERT	Cortland, N. Y.
C. P. WALRAD	Cortland, N. Y.
C. F. THOMPSON	Cortland, N. Y.
G. J. MCGEE	Cortland, N. Y.
I. G. SCHERMERHORN	Cortland, N. Y.
C. W. COLLINS	Cortland, N. Y.

Title of company, Cortland and Homer Horse Railroad Company.
General offices at Garrison block, Cortland, N. Y.
Date of close of fiscal year, June 30, 1892.
Date of stockholders' annual meeting, first Tuesday in July.
For information as to this report, address S. E. Welch, Secretary.

COURT STREET AND EAST END — (Binghamton).

(Date of charter, March 23, 1886.)

This company was organized under the Laws of 1884.
 Partially completed and equipped and operations begun over part of line in December, 1887.
 Road finished and operations extended over entire line April, 1888.
 August 20, 1890, leased and begun to use track and equipment of West Side Street Railway.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	850	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$115 00	\$21,563 12
Right of way .....	.....	1,700 00
Real estate .....	.....	1,800 00
Buildings and fixtures	11 00	8,486 61
Interest and discount charged to construction	52 50	470 18
Total cost of road	\$178 50	\$29,019 91
EQUIPMENT.		
Horses	*\$70 00	\$3,009 60
Harness.....	.....	250 00
Cars.....	.....	6,420 05
Wagons trucks, snow-plows, sleighs .....	.....	158 00
Total cost of equipment.....	.....	\$9,852 65
Grand total cost of road and equipment.....	\$108 50	\$38,872 56

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$11,441 60
Less operating expenses (excluding all taxes)	12,528 76
Deficit from operation	\$1,087 16
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$190 04
Taxes on earnings and capital stock	154 81
	844 35
Deficit for year ending June 30, 1892	\$1,481 51

* Deduction.

General Income Account.

Deficit for year ending June 30, 1892		\$1,481 51
Surplus to June 30, 1891	\$1,066 54	
Mutilated coin, shortage, boxes, etc., etc., from start of road to date	300 49	
		786 05
Total deficit June 30, 1892		\$645 46

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$9,335 23
Tickets	2,067 00
Advertising	89 37
Total gross earnings	\$11,441 60

OPERATING EXPENSES.

Repairs of roadbed and track	\$73 25
Repairs of buildings and fixtures	84 41
Repairs of cars and other vehicles	168 12
Repairs of harness and stable equipment	83 72
Horseshoeing	512 84
Renewals of horses and mules	150 00
Provender (including expense of grinding)	8,325 00
Salaries of general officers and clerks	820 00
Wages of conductors, drivers, watchmen, starters, switchmen, roadmen, hostlers, etc	6,338 75
Light and fuel	91 92
Damages to persons and property	15 00
Advertising, printing and office expenses	32 00
Insurance	130 50
Removal of snow and ice	7 25
Veterinary surgeon	245 00
Leased line	500 00
Total operating expenses	\$12,598 76

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$38,872 58
Current assets, as follows, viz.:	
Cash on hand	216 52
Profit and loss (deficiency)	645 46
	\$39,734 56

LIABILITIES.

Capital stock	\$35,000 00
Current liabilities, as follows, viz.:	
Bills payable	4,119 51
Open accounts	615 04
	\$39,734 55

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Asylum hill to Court and Wall streets	2.25
Single track, branch, from Bevier to Court street	1
Total length of single track on main line and branch	3.25
Sidings on main line and branch .....	.13
Total length of all tracks and sidings owned	3.38
Length of railways actually leased and operated by this company, as follows:	
Single track from Court street to Beethoven street	1.50
Grand total length of all tracks and sidings owned and leased	4.88
Weight of rails per yard	35 and 45 lbs
Gauge of track	4 ft. 8 1/4 in
Number of box cars	3
Open cars	4
Horses and mules	17
Schedule time making trip one way	1 hour.
Cars are run	15 minutes headway
Rate of fare per passenger	4 and 5 cents
Number of passengers carried in cars during year	241,86

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.		Annual salary.
Secretary and treasurer		\$100 00
Superintendent		720 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers.....	14	\$1 50
Roadmen	10	1 25
Hostlers	14	1 50

Officers of the Company.

Name.	Title.	Official Address.
C. M. STONE.....	President	Binghamton, N. Y.
W. G. PHELPS.....	Secretary and Treasurer	Binghamton, N. Y.
MILES LEONARD.....	Superintendent.....	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
*J. R. CLARKE.....	Binghamton, N. Y.
C. M. STONE.....	Binghamton, N. Y.
*D. T. FINCH	Binghamton, N. Y.
B. S. CURRAN	Binghamton, N. Y.
GEORGE F. LYON	Binghamton, N. Y.
G. L. SESSIONS	Binghamton, N. Y.
W. G. PHELPS.....	Binghamthn, N. Y.

Title of company, Court Street and East End Railroad Company.
General offices at Binghamton, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information as to this report, address W. G. Phelps, Secretary.

CROSSTOWN (Buffalo).

(Date of charter, February 1, 1890.)

Organized pursuant to chapter 252 of the Laws of 1884. Its lines in Seneca, Elk, Washington, Perry, Michigan, Sycamore, Main and Tonawanda streets are now in process of construction. The service on the line operated (Main street, from Scajaquada creek northerly to the New York Central railroad crossing) was furnished by the Buffalo Railway Company, this company not yet having bought any equipment. The company commen ed operating its line on Seneca street September 9, 1891, in Elk street December 20, 1891, in Tonawanda street January 3, 1892, and in Sycamore and Washington streets March 23, 1892. All equipment and power was furnished by the Buffalo Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	15,000	\$1,500,000	.....
Issued for actual cash.....	50	\$5,000	.....
Issued on account of construction	4,950	495,000	.....
Total now outstanding.....	5,000	\$500,000	\$500,000

* Deceased.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgages	Feb. 1, 1931	p.c. 5	June and Dec.	\$850,000	\$850,000

Cost of Road.

	Additions or betterments during year ending June 30, 1902.	Total cost up to June 30, 1902.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$892,855 47	\$972,176 30
Electric appliances pertaining to road and superstructure	62,209 97	246,640 15
Interest and discount charged to construction.....	17,010 53	17,010 53
Total cost of road.....	\$902,075 97	\$1,235,827 07

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Construction of additional tracks and electric appliances	\$902,075 97
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Income Account for Year Ending June 30, 1902.

Gross earnings from operation.....	\$108,351 15
Less operating expenses (excluding all taxes)	71,540 65
Net earnings from operation.....	\$36,800 50
<i>Income from other sources, as follows, viz. :</i>	
Advertising.....	726 63
Gross income from all sources.....	\$37,527 13
<i>Deductions from income, as follows, viz. :</i>	
Taxes on property used in operation of road.....	\$1,275 95
Taxes on earnings and capital stock.....	6,192 41
Interest due and accrued.....	17,044 84
	24,513 20
Surplus for year ending June 30, 1902.....	\$13,013 93

General Income Account.

Surplus for year ending June 30, 1902	\$13,013 93
Surplus up to June 30, 1891.....	894
Total surplus June 30, 1902	\$13,907 93

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$108,351 1
-----------------------	-------------

CROSSTOWN.

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OPERATING EXPENSES.

Repairs of roadbed and track	\$4,828 75
Repairs of buildings and fixtures.....	1,000 00
Repairs and renewals of cars, motors and other vehicles..	18,092 48
Salaries of general officers and clerks.....	536 70
Wages of conductors and motor men	29,521 31
Wages of engineer, firemen and other employees at power house.....	5,574 01
Wages of watchmen, starters, switchmen, roadmen, etc	2,884 86
Light and fuel other than at power house.	11 45
Fuel, light and other supplies used at power house.....	10,209 28
Water tax	12 43
Damages to persons and property	594 03
Advertising, printing and office expenses	829 30
Removal of snow and ice.....	2,457 28
Contingencies	307 08
Total operating expenses.....	\$71,549 85

General Balance Sheet June 30, 1897.

ASSETS.

Cost of road.....	\$1,235,927 07
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$207 45
Open accounts.....	701 43
	<u>1,009 88</u>
	<u>\$1,236,855 95</u>

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	350,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	\$234,573 78
Open accounts.....	138,441 07
	<u>373,014 85</u>
Profit and loss (surplus).....	13 841 55
	<u>\$1,236,855 95</u>

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches.....	16.480
Second track on main line and branches.....	14.680
Total length of all tracks and sidings owned.....	31 180
	<u> "</u>
Weight of rail per yard	63 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Rate of fare per passenger	5 cents, adults; children, 3 cents.
Number of passengers carried in cars during year.....	2,807,481
Average number of employees (including officials), during year.....	300

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

Annual salary.
\$536 70

General officers.....

OTHER EMPLOYEES.

	Per day.
*Conductors .....	.....
*Drivers .....	.....
†Starters.....	.....
Watchmen.....	\$1 50
Switchmen.....	1 50
Roadmen	1 50

* Eighteen cents per hour. † Fifteen cents per hour.

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	0	3
Employees	1	0	1
Others.....	6	2	8
Total	10	2	12

Officers of the Company.

Name.	Title.	Official Address.
HARDIN H. LITTELL.....	Pres. and Gen. Manager.....	346 Main street, Buffalo, N. Y.
JOSEPH S. BAECHER.....	Secretary and Treasurer	346 Main street, Buffalo, N. Y.
EDWARD EDWARDS	Superintendent	346 Main street, Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
H. H. LITTELL	Buffalo, N. Y.
E. E. DENNISTON.....	Philadelphia, Pa.
H. SELLERS MCKEE.....	Pittsburg, Pa.
MURRAY A. VERNER.....	Pittsburg, Pa.
C. C. CUYLER.....	New York city.
HENRY W. BOX	Buffalo, N. Y.
JOHN M. BRINKER.....	Buffalo, N. Y.

Title of company, Crosstown Street Railway Company of Buffalo.
General offices at 346 Main street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information as to this report, address J. S. Baecher, Secretary.

DEERFIELD AND UTICA.

(Date of charter, May 8, 1888.)

Road commenced running November 1, 1889.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter and now out-standing.....	120	\$12,000	\$12,000

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Cost of road	\$19.0 00
EQUIPMENT.	
Horses.....	\$1.1 00
Harness	20 00
Office furniture.....	3 00
Cars.....	1.8 00
Wagons, trucks, snow-plows, sleighs.....	00 00
Total cost of equipment.....	\$3.20 00
Grand total cost of road and equipment	\$22.20 00

Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$4,132 40
Less operating expenses (excluding all taxes).....	2,996 12
Gross income from all sources.....	\$1,136 28
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$78 20
Taxes on earnings and capital stock.....	28 04
Interest on temporary loan due and accrued	608 08
	709 32
Surplus for year ending June 30, 1892.....	\$426 96

General Income Account.

Surplus for year ending June 30, 1892	\$426 96
Surplus up to June 30, 1891.....	361 71
Total surplus June 30, 1892.....	\$788 70

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$4,132 40
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$56 31
Repairs of buildings and fixtures	17 02
Repairs of cars and other vehicles.....	34 11
Repairs of harness and stable equipment.....	42 11
Horseshoeing	185 18
Renewals of horses and mules	102 40
Provender (including expense of grinding)	983 10
Wages of conductors and drivers.....	1,213 50
Light and fuel	48 44
Legal expenses	1 00
Advertising, printing and office expenses.....	16 05
Insurance	62 00
Removal of snow and ice	154 80
Contingencies	98 32
Bedding	36 51
Total operating expenses	\$2,996 12

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$19,090 43
Cost of equipment	3,852 78
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	80 35
	\$22,513 56

LIABILITIES.

Capital stock	\$12,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	9,724 86
Profit and loss (surplus)	788 70
	\$22,513 56

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Utica to Schuyler road		2
Weight of rails per yard	47 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	3	
Horses	8	
Schedule time making trip one way	30 minutes.	
Cars are run.....	Every 15 min.	
Rate of fare per passenger.....	3 and 5 cents.	
Number of passengers carried in cars during year	About 84,000	
Average number of employes (including officials) during year.....	5	

REPORT OF THE RAILROAD COMMISSIONERS.

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

	Annual salary.
General officers	\$200 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day
Drivers	12	\$1 11

Officers of the Company.

Name.	Title.	Official Address.
FRED. G. WEAVER	President and Superintendent.	Deerfield, N. Y.
A. T. GOODWIN	Secretary and Treasurer	Utica, N. Y.

Directors of the Company.

Name.	Residence.
FREDERICK G. WEAVER	Deerfield, N. Y.
ALEXANDER T. GOODWIN	Utica, N. Y.
JOSEPH R. SWAN	Utica, N. Y.
WILLIAM M. WHITE	Utica, N. Y.
PURLIE V. ROGERS	Utica, N. Y.
J. MILTON BUTLER	Utica, N. Y.

Title of company, Deerfield and Utica Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in October

For information as to this report, address A. T. Goodwin, Secretary and Treasurer.

DRY DOCK, EAST BROADWAY AND BATTERY (New York city).

(Date of charter, December 8, 1863.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total per value.	Cash realized on amount outstanding
Authorized by law or charter	12,000	\$1,200,000 00	.. ..
Issued for actual cash .....	.....	\$11,925 24	\$11,925 24
Issued on account of construction .....	.....	1,188,074 75	.. ..
Total now outstanding	12,000	\$1,200,000 00	\$11,925 24

FUNDED DEBT

DESIGNATION OF LIEN.	Where due	INTEREST		Amount outstanding.	Cash realized on amount outstanding
		Rate	When payable		
First mortgage bonds	1893	7 p.c.	June & Dec.	\$840,000	\$700 00
Certificates of indebtedness	1914	5	Feb. & Aug.	1,100,000	.. ..
Total .....	.....	.....	.....	\$1,940,000	\$700 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$355,579 28
Right of way	1,502,410 79
Real estate.....	828,523 60
Buildings and fixtures	4,782 00
Total cost of road.....	\$2,751,295 67

EQUIPMENT.		
Horses	* \$1,705 00	\$131,400 00
Harness.....	.....	5,000 00
Cars.....	.....	159,350 00
Tools in shop .....	.....	5,600 00
Wagons, trucks, snow-plows .....	.....	12,802 00
Total cost of equipment	* \$1,705 00	\$314,152 00
Grand total cost of road and equipment up to June 30, 1892.....	* \$1,705 00	\$3,065,447 67

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$737,860 70
Less operating expenses (excluding all taxes).....	547,568 14
Net earnings from operation.....	\$190,292 56

Income from other sources, as follows, viz.:

Interest.....	\$10,096 58	
Rents	2,455 00	
		13,151 58
Gross income from all sources		\$204,444 14

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$24,352 98	
Taxes on earnings and capital stock	13,715 42	
Interest on funded debt due and accrued	58,800 00	
Interest on certificates of indebtedness, accrued.....	66,000 00	
Rents paid.....	1,658 00	
Rents, tracks	3,960 00	
		168,486 40
Net income from all sources		\$34,957 74

Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on capital stock.....	60,000 00
Deficit for year ending June 30, 1892	\$25,042 26

General Income Account.

Deficit for year ending June 30, 1892.....	\$25,042 26
Surplus up to June 30, 1891	50,882 06
	\$25,839 80
Loss in supplies	\$7,251 30
Loss in horses	1,705 00
	8,956 30
Total surplus June 30, 1892	\$16,883 50

* Decrease.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$736,000 70
Advertising in cars	1,860 00
Total gross earnings	<u>\$737,860 70</u>

OPERATING EXPENSES.

Repairs of roadbed and track	\$25,575 79
Repairs of all other buildings and fixtures	6,614 00
Repairs of cars and other vehicles	35,001 38
Repairs of engine, boilers and machinery	2,120 17
Repairs of harness and stable equipment	4,084 00
Horseshoeing	14,122 00
Renewals of horses and mules	18,947 00
Provender (including expense of grinding)	103,246 12
Salaries of general officers and clerks	24,962 67
Wages of conductors and drivers	190,908 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	73,811 74
Light and fuel	5,553 30
Water tax	692 38
Damages to persons and property	5,441 00
Legal expenses	15,063 00
Advertising, printing and office expenses	3,266 00
Insurance	5,737 00
Removal of snow and ice	1,053 41
Contingencies	4,735 21
Total operating expenses	<u>\$347,586 14</u>

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$2,711,235 67
Cost of equipment	314,152 00
Other permanent investments, as follows, viz.:	
United States bonds	20,000 00
Current assets, as follows, viz.:	
Cash on hand	\$61,496 20
Supplies on hand	41,889 54
	<u>103,385 34</u>

\$3,188,783 59

LIABILITIES.

Capital stock	\$2,300,000 00
Funded debt	840,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt, accrued	4,000 00
Interest due and accrued on certificates	27,500 00
Profit and loss (surplus)	16,383 59

\$3,188,783 59

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles
Single track, main line	10.267
Second track on main line	5.747
Sidings on main line	2.385
Total length of all tracks and sidings owned	<u>18.399</u>
Weight of rail per yard	41
Gauge of track	4 ft. 8 1/2 in.
Numbers of box cars	3
Open cars	8
Horses and mules	0
Schedule time making trip one way	23 to 20 1/2 min.
Cars are run	Every 1 1/2 to 3 min.
Rate of fare per passenger	5 cts.
Number of passengers carried in cars during year	14,730
Average number of employes (including officials) during year	10

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers	10	2 00
Starters	8 to 10	\$2 00 to 2 50
Watchmen	12	1 75 to 2 75
Roadmen	10	1 60 to 2 00
Hostlers	10	1 75
Carpenters and painters	10	2 50 to 2 75
Receivers	8 to 10	2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Others not employees	2	3	5
Total	4	3	7

Officers of the Company.

Name.	Title.	Official Address
WILLIAM WHITE	President.....	605 Grand street, N. Y. city
RICHARD KELLY.....	Secretary and Treasurer..	605 Grand street, N. Y. city
FRED F. WHITE.....	Superintendent.....	605 Grand street, N. Y. city

Directors of the Company.

Name.	Residence
WILLIAM WHITE	New York city.
RICHARD KELLY.....	New York city.
JOHN M. SCHIBNKE.....	New York city.
P. J. THORNE.....	Brooklyn, N. Y.
HENRY A. MORGAN.....	Aurora, N. Y.
N. L. ZABRISKI.....	Aurora, N. Y.
C. A. HOTCHKISS.....	Bridgeport, Conn.
JOHN E. HOFFMIRE.....	New York city.
JOHN BYRNES	New York city.
WILLIAM RICHARDSON.....	New York city.
JOSEPH JACOBS.....	New York city.
S. SIDNEY SMITH.....	New York city.

Title of company, Dry Dock, East Broadway and Battery Railroad Company.

General offices at 605 Grand street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in January.

For information as to this report, address R. Kelley, Treasurer.

DUNKIRK AND FREDONIA.

(Date of charter, April 21, 1894.)

The beginning of the fiscal year, herein reported, found the company fairly under way reconstructing the road to run by electricity instead of horse power. Commenced running by electricity, over $2\frac{1}{4}$ miles of the road, October 20, 1891, and over the whole road December 12, 1891.

The company is duplicating the machinery in the power house, with a boiler and dynamo of greater power, the expense of which will appear as "additions and betterments" in the next annual report. It is also finishing the reconstruction of its road in the city of Dunkirk begun last year, changing rail to a 48½-lb. girder. The whole road has been changed from a 25-lb. strap rail to one mile of 48½-lb. girder in Dunkirk north of the "Nickel Plate" depot, and $2\frac{1}{4}$ miles south to a center-bearing 42-lb rail. This year the company is changing another mile of 42-lb. center-bearing rail to a 48½-lb. girder. The change is going on as the streets are being improved by paving or macadamizing.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	750	\$75,000	.....
Total now outstanding	570	57,000	\$41,935

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds.....	20 years.	p.c. 5	Jan. and July	\$20,800	\$20,994 01

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure.....	\$27,040 14	\$25,221 59
Electric appliances pertaining to road and superstructure.....	3,759 85	3,759 85
Right of way .....	.....	1,425 00
Real estate.....	.....	3,400 00
Buildings and fixtures exclusively used for electric purposes ...	8,281 98	8,281 98
All other buildings and fixtures.....	277 87	2,787 00
Interest and discount charged to construction	1,198 00	6,844 85
Contingent expenses.....	656 75	656 75
Total cost of road	\$41,216 09	\$58,575 09
EQUIPMENT.		
Total cost of equipment	7,522 63	15,022 95
Grand total cost of road and equipment	\$48,738 72	\$108,067 58

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Hardware and tools	\$107 06	
Stringers	971 50	
Gravel	218 84	
Ties.....	3,150 12	
Lumber.....	53 98	
Iron, etc	17,816 84	
Labor.....	7,297 22	
	\$29,676 36	
Less sales of old iron.....	2,636 22	
		\$27,040 14
Poles	\$682 50	
Wire	1,425 23	
Brackets and fixtures.....	365 00	
Labor.....	1,344 45	
	\$3,817 18	
Less wire sold	57 83	
		3,759 35
Dynamo		2,100 00
Engine.....		1,000 00
Boiler		1,000 00
Furnace		1,500 00
Heater.....		1,400 00
Other machinery		1,000 00
Labor, setting machinery.....		0 00

DUNKIRK AND FREDONIA.

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Work and material of building.....		\$917 28
Masonry.....		1,229 75
Additions to buildings.....		277 87
Interest.....		1,198 00
Three sets motors.....	\$5,354 00	
Two motor cars.....	2,440 00	
Wheels and other extra parts.....	448 26	
Tools and labor.....	171 87	

	\$8,413 63	
Less sales of h rses.....	891 00	

		7,522 63
Stenographer.....		7 50
Telegraphing.....		80 90
Freight and express.....		98 64
Traveling and legal expenses.....		305 40
Hardware supplies.....		32 59
Accountant.....		81 70
Printing bonds.....		60 00
Expenses of foreman.....		90 08

Total.....		\$48,788 72
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$14,945 46
Less operating expenses (excluding all taxes).....	8,840 02

Net earnings from operation.....	\$6,105 44
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Income from other sources, as follows, viz.:

Rent of buildings.....	\$208 90	
Sales of manure.....	85 00	
		293 90

Gross income from all sources.....	\$6,399 34
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Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$635 49	
Taxes on earnings and capital stock.....	127 18	
Interest on funded debt and notes, due and accrued.....	905 72	
		1,668 39

Surplus for year ending June 30, 1892.....	\$4,730 95
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General Income Account.

Surplus for year ending June 30, 1892.....	\$4,730 95
Surplus up to June 30, 1891.....	3,123 11

Total surplus June 30, 1892.....	\$7,854 06
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$13,614 10
Mail.....	595 00
Express.....	736 36

Total gross earnings.....	\$14,945 46
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including over-head and underground wires and all other track fixtures.....	\$318 13
Repairs of buildings and fixtures.....	1 25
Repairs of cars (not motors) and other vehicles, and of motor cars and fixtures..	949 48
Repairs of harness and stable equipment.....	89 38
Horseshoeing.....	127 50
Rent of horses and vehicles.....	455 45
Provender (including expense of grinding).....	1,102 03
Salaries of general officers and clerks.....	372 06
Wages of conductors and drivers on horse cars.....	1,388 77
Wages of conductors and motor men on cars propelled by mechanical traction..	1,382 53
Wages of engineer, firemen and all others employed at power house.....	756 83
Light and fuel, other than at power house.....	71 92
Fuel, light and other supplies used at power house.....	1,187 13
Water tax.....	58 35
Legal expenses.....	10 01
Advertising, printing and office expenses.....	30 05
Insurance.....	177 00
Removal of snow and ice.....	234 83
Contingencies.....	127 88

Total operating expenses.....	\$8,840 02
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REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road		\$93,578 00
Cost of equipment.....		15,038 98
Current assets, as follows, viz.:		
Cash on hand.....	\$5,834 08	
Open accounts	222 10	
Supplies on hand	15 80	
		6,071 98
		\$114,739 56

LIABILITIES.

Capital stock		\$57,000 00
Funded debt.....		24,800 00
Current liabilities, as follows, viz.:		
Interest on funded debt, due and accrued.....	\$250 00	
Interest on note	10 50	
Bills payable.....	28,700 00	
Open accounts	125 00	
		29,085 50
Profit and loss (surplus)		7,854 06
		\$114,739 56

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :	Miles.
Single track, main line, from Dunkirk to Fredonia	3.5032
Sidings on main line and branches.....	.1976
Total length of all tracks and sidings owned.....	3.7008

Weight of rail per yard	42 and 48 1/2 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of box cars, not motors	2
Open cars, not motors	2
Horses	3
Number of motor cars	3
Schedule time making trip one way	25 minutes.
Cars run.....	17 round trips per day.
Rate of fare per passenger.....	5, 6 & 10 cents
Number of passengers carried in cars during year.....	158,727
Average number of employees (including officials) during year.....	8

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
Secretary, treasurer and superintendent (one person).....	\$300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$1 50
Motormen.....	10	1 25
Master mechanic	10	1
Engineers.....	10	1
Roadmen hired by the day when needed	10	1

Officers of the Company.

Name.	Title.	Official Address.
W. MCKINSTRY.....	President	Fredonia, N. Y.
M. M. FENNER.....	Secretary, Treas. and Supt	Fredonia, N. Y.

DUNKIRK AND FREDONIA.

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Directors of the Company.

Name.	Residence.
W. McKINSTRY.....	Fredonia, N. Y.
GEORGE BARKER.....	Fredonia, N. Y.
M. M. FENNER.....	Fredonia, N. Y.
W. FENNER.....	Fredonia, N. Y.
FRANK MAY.....	Dunkirk, N. Y.

Title of company, Dunkirk and Fredonia Railroad Company.

General offices at Fredonia, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in July.

For information concerning this report, address M. M. Fenner, Secretary.

EIGHTH AVENUE (New York city).

(Date of charter January 10, 1855.)

Road built by an association and transferred to the Eighth Avenue Railroad Company. It leases no roads or tracks; has no consolidation with any other road.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	10,000	\$1,000 000	.....
Issued for actual cash.....	2,375	\$237,500	\$237,500
Issued for road, equipment and real estate.....	7,625	762,500	.....
Total now outstanding.....	10,000	\$1,000,000	\$237,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Certificates of indebtedness.....	Feb. 1, 1914	p.c. 6	Feb. 1 & Aug. 1	\$1,000,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails .....		.....	\$668,440 62
Real estate.....		\$35,886 91	901,476 98
Total cost of road.....		\$35,886 91	\$1,564,917 60
EQUIPMENT.			
Horses		\$4,200 00	\$188,090 00
Cars		7,050 80	168,604 42
Total cost of equipment		\$11,250 80	\$301,094 42
Grand total cost of road and equipment.....		\$47,137 71	\$1,866,612 02

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

For labor and material used in building new stables at One Hundred and Fifty-second street and Fifty-fourth street.....	\$35,886 91
Increase of twenty-two horses	4,900 00
Increase of twelve open cars.....	7,050 80
Total.....	<u>\$47,187 71</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$772,938 35
Less operating expenses (excluding all taxes).....	546,039 43
Net earnings from operation.....	<u>\$226,898 92</u>
<i>Income from other sources, as follows, viz.:</i>	
Rent and interest.....	11,708 79
Gross income from all sources	<u>\$238,607 71</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$17,592 47
Taxes on earnings and capital stock.....	20,449 54
Interest on funded debt due and accrued	60,000 00
	<u>98,042 01</u>
Net income from all sources	140,565 70
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock.....	100,000 00
Surplus for year ending June 30, 1892	<u>\$40,565 70</u>

General Income Account.

Surplus for year ending January 30, 1892.....	\$40,565 70
Deficit up to June 30, 1891	77,398 43
Total deficit up to June 30, 1891.	<u>\$36,832 73</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$772,938 35</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$15,650 02
Repairs of buildings and fixtures.....	8,596 34
Repairs of cars and other vehicles	17,969 02
Repairs of harness and stable equipment.....	4,381 39
Horseshoeing.....	16,404 45
Renewals of horses and mules	26,746 00
Provender (including expense of grinding).....	133,854 89
Salaries of general officers and clerks	15,770 95
Wages of conductors and drivers	182,332 15
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	85,018 73
Light and fuel.....	9,629 06
Water tax	1,188 70
Damages to persons and property.....	9,126 50
Legal expenses.....	3,789 56
Advertising, printing and office expenses.....	236 86
Insurance	6,000 00
Car licenses.....	4,500 00
Contingencies	4,000 00
Total operating expenses.....	<u>\$546,039 43</u>

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$1,564,917 00
Cost of equipment.....	301,894 --
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies	6,100
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$24,379 73
Loans	50,000 00
Supplies on hand.....	26,467 50
Car licenses suspense account.....	2,200 00
"A" insurance suspense account.....	12,412 00
	<u>115,459 23</u>
Profit and loss (deficiency).....	36,832 73
	<u>\$2,025,000</u>

LIABILITIES.

Capital stock.....	\$1,000,000 00
Funded debt.....	1,000,000 00

Current liabilities, as follows, viz.:

Interest due and accrued.....	25,000 00
	<u>\$2,025,000 00</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Vesey street to Harlem river.....	10
Second track on main line.....	10
Total length of all tracks and sidings owned.....	<u>20</u>

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	100
Open cars.....	76
Horses and mules.....	1,281
Schedule time making trip one way.....	1 hour 30 min.
Cars are run.....	Every 2 min.
Rate of fare per passenger.....	5c.
Number of passengers carried in cars during year.....	15,458,767
Average number of employes (including officials) during year.....	550

Salaries, Wages, Etc., of Officers and Employes.

	OFFICERS AND CLERKS.	Annual salary.
General officers.....		\$8,489 99
Clerks.....		7,800 96

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$2 00
Drivers.....	10	2 00
Starters.....	9	2 25
Watchmen.....	10	2 00
Switchmen.....	9	1 75
Roadmen.....	10	1 85
Hostlers.....	10	1 75
Horseshoers.....	10	2 50
Carpenters.....	10	2 75
Painters.....	10	2 40
Harness makers.....	10	2 10

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	4	1	5

Officers of the Company.

Name.	Title.	Official Address.
GEORGE LAW.....	President.....	New York city.
JACOB HAYS.....	Vice-President.....	New York city.
J. GELSTON AFFLECK.....	Secretary and Treasurer.....	New York city.
JAMES AFFLECK.....	Asst. Treasurer and Asst. Secretary....	New York city.
E. R. SHERMAN.....	Superintendent.....	New York city.

Directors of the Company.		
Name.		Residence.
GEORGE LAW.....		New York city
JACOB HAYS.....		New York city
E. ST. JOHN HAYS.....		New York city
JOSEPH H. GODWIN.....		New York city
OTIS W. RANDALL.....		New York city
JOSEPH J. O'DONOHUE.....		New York city
WILLIAM C. YOUNG.....		New York city
JOSEPH TATE.....		Staten Island
WILLIAM RAVESTEYN.....		Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....		Brooklyn, N. Y.
G. GRANVILLE WRIGHT.....		Cambridge, N. Y.
JAMES AFFLECK.....		Yonkers, N. Y.
J. GILSTON AFFLECK.....		Yonkers, N. Y.

Title of company, Eighth Avenue Railroad Company.

General offices at corner Fiftieth street and Eighth avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in January.

For information concerning this report, address J. Gilston Affleck, Secretary.

ELMIRA AND HORSEHEADS.

(Date of charter, December 30, 1886.)

Articles of association filed December 30, 1870, pursuant to provisions of chapter 630 of the Laws of 1866, as amended by chapter 233 of the Laws of 1870. The incorporation was confirmed and ratified by chapter 442 of the Laws of 1871. The main line of road was opened in October, 1871. A branch to Eldridge park was opened about October, 1872, which was partly taken up, changed and extended so as to reach the State Fair grounds in 1877.

Extensions were built on West Clinton street and College avenue, respectively, in the spring of 1873.

The Maple Avenue railroad was leased July 1, 1889, to this company for ninety-nine years, and all its accounts are included in this report. The capital stock of the Elmira and Horseheads railroad was increased from \$50,000 to \$400,000 at a meeting of stockholders September 16, 1890. The issue of bonds was authorized at a meeting of the stockholders September 20, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter, issued for actual cash and now outstanding	4,000	\$400,000	\$400,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate	When payable		
First mortgage.....	1940	p. c 5	Jan. and July	\$400,000	\$400,000

ELMIRA AND HORSEHEADS.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$14,628 68	\$716,211 82
Electric appliances pertaining to road and superstructure	9,296 00	42,966 00
Real estate.....		12,570 98
Buildings and fixtures		3,476 24
Interest and discount charged to construction		2,156 04
Total cost of road.....	\$23,924 68	\$777,880 58
EQUIPMENT.		
Harness and other equipment		\$9,555 94
Cars, other than motor cars		20,450 00
Motor cars and fixtures.....		58,250 09
Dummies		8,200 09
Total cost of equipment		\$96,455 94
Grand total cost of road and equipment.....	\$23,924 68	\$878,886 52

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$70,180 21
Less operating expenses (excluding all taxes).....	55,419 75
Net earnings from operation.....	\$14,760 46

Income from other sources, as follows, viz. :

Blacksmithing	\$1,006 50
Horses and mules	1,190 00
Rents.....	88 00
	2,284 50

Gross income from all sources	\$17,044 96
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Deductions from income, as follows, viz. :

Taxes on property used in operation of road.....	\$1,266 69
Taxes on earnings and capital stock	929 04
	22,218 28

Deficit for year ending June 30, 1892	\$5,178 32
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General Income Account.

Deficit for year ending June 30, 1892.	\$5,178 32
Surplus up to June 30, 1891.....	15,992 54

Appreciation on inventory.....	\$10,819 22
	300 00

Total surplus June 30, 1892.....	\$11,119 22
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$70,180 31
Freight	19 90
Total gross earnings	\$70,180 21

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	\$2,805 35
Repairs of buildings and fixtures.....	256 47
Repairs of motor cars and fixtures.....	3,173 37
Repairs of harness and stable equipment	117 97
Horseshoeing.....	1,811 84
Provender (including expense of grinding).....	3,928 00
Salaries of general officers and clerks.....	3,090 00
Wages of conductors and drivers on horse cars.....	2,070 06
Wages of conductors and motormen on cars propelled by mechanical traction...	16,204 10
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	3,363 80
Light and fuel, other than at power house.....	1,524 06
Fuel, light and other supplies used at power house	7,828 68
Water tax.....	126 31
Damages to persons and property.....	98 55
Legal expenses	2,087 40
Advertising, printing and office expenses	1,116 02
Insurance.....	1,479 32
Removal of snow and ice.....	528 84
Contingencies.....	1,900 45
Interest	2,351 02
Total operating expenses	\$55,497 75

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$777,390 88
Cost of equipment	96,455 94
<i>Other permanent investments, as follows, viz.:</i>	
Office furniture.....	1,207 25
Bonds in trust.....	25,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	177 80
Bills receivable.....	15,385 00
Open accounts	13,836 90
Supplies on hand.....	1,476 96
	\$930,430 43

LIABILITIES.

Capital stock	\$400,000 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	10,083 00
Open accounts	109,278 12
Profit and loss (surplus)	11,119 22
	\$930,430 43

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from New York, Lake Erie and Western railroad depot to Horseheads.....		7.62
Single track, branch, from New York, Lake Erie and Western railroad depot to Clinton street.....		1.35
Single track, branch, from Clinton street to College avenue.....		.70
Single track, branch, from Lake street to fair grounds.....		.95
Total length of single track on main line and branches.....		10.64
<i>Length of railways actually leased and operated by this company, as follows:</i>		
Single track from New York, Lake Erie and Western railroad tracks to Water street.....		2.75
Single track from Main street to Foster avenue		1.00
Single track from Water street to Elmira, Cortland and Northern depot.....		.98
Total length of single track leased.....		4.73
Grand total length of all tracks and sidings owned and leased.....		15.
Weight of rail per yard	35, 52 & 78 lb	
Gauge of track	4 ft. 8 3/4 in	
Number of box cars, not motors		
Open cars not motors		
Horses and mules		
Number of motor cars		
Dummies		
Schedule time making trip one way.....	73 minutes	
Cars are run	Every 15 minutes in city; every 30 minutes to Horsehead	
Rate of fare per passenger.....	5 and 10 ct	
Number of passengers carried in cars during year.....	1,408	
Average number of employes (including officials) during year.....		

ELMIRA AND HORSEHEADS.

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Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

President	\$1,800 00
Treasurer and general manager	900 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	16	\$1 50
Drivers	16	1 50
Watchmen	12	1 40
Roadmen	10	1 25
Hostlers	12	1 40

Officers of the Company.

Name.	Title.	Official Address.
D. C. ROBINSON	President	Elmira, N. Y.
G. M. ROBINSON	Secretary	Elmira, N. Y.
C. H. BALDWIN	Treasurer and Superintendent	Elmira, N. Y.

Directors of the Company.

Name.	Residence.
D. C. ROBINSON	Elmira, N. Y.
G. M. ROBINSON	Elmira, N. Y.
C. H. BALDWIN	Elmira, N. Y.
G. M. DIVEN	Elmira, N. Y.
J. M. DIVEN	Elmira, N. Y.
EUGENE DIVEN	Elmira, N. Y.

Title of company, Elmira and Horseheads Railway Company.

General offices at Elmira, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in November.

For information concerning this report, address C. H. Baldwin, Treasurer.

FLUSHING AND COLLEGE POINT.

(Date of charter, July 26, 1886.)

The Flushing and College Point Street Railroad Company was incorporated July 26, 1886, under chapter 253 of the Laws of 1884, passed May 6, 1884.

The road was completed on or about April 1, 1891, and was opened for traffic April 7, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	6,000	\$60,000	.....
Issued for actual cash	422	\$4,220	\$4,220
Issued on account of construction	5,015	50,150	.....
Total now outstanding	5,437	\$54,370	\$4,220

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	Jan. 1, 1921	p.c. 6	Jan. & July	\$72,500	\$65,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$1,926 86	\$14,258 40
Electric appliances pertaining to road and superstructure.....	163 97	12,308 04
Right of way .....	.....	1,079 52
Sundry disbursements incidental to a change in motive power..	.....	1,617 31
Buildings and fixtures, exclusively used for electric purposes ..	148 09	23,115 08
Organization expenses.....	.....	886 50
Interest and discount charged to construction	4,975 00	11,105 26
Road built by contract.....	.....	80,000 00
Total cost of road.....	\$7,213 42	\$144,350 00

EQUIPMENT.		
Cars, other than motor cars .....	.....	\$2,700 00
Motor cars and fixtures.....	*\$2,865 00	19,282 92
Total cost of road and equipment.....	*\$2,865 00	\$21,982 92
Grand total cost of road and equipment	\$4,348 42	\$166,332 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Completing extension to College Point ferry.....	\$2,000 00
Improvements in power house	148 00
Interest and discount, applies to construction generally.....	4,975 00
Total	\$7,213 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$16,933 05
Less operating expenses (excluding all taxes).....	22,943 45
Loss from operation.....	\$6,119 75

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$594 19
Taxes on earnings and capital stock.....	517 40
Interest on funded debt due and accrued	12,225 00
Loans	3,176 83
Mortgage.....	97 50
	6,609 92
Deficit for year ending June 30, 1892.....	\$12,301 67

* Credit; cars destroyed.

† The interest on \$30,000 first mortgage bonds is waived by the holders.

FLUSHING AND COLLEGE POINT.

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General Income Account.

Deficit for year ending June 30, 1892.....		\$12,800 20
Surplus up to June 30, 1891.....	\$667 88	
Less items pertaining to previous year charged direct to profit and loss.....	171 48	496 40
Total deficit June 30, 1892.....		\$12,808 80

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$16,823 68
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$915 37
Repairs of buildings and fixtures.....	654 49
Repairs and renewals of cars, motors and other vehicles.....	4,570 83
Salaries of general officers and clerks.....	1,851 56
Wages of conductors and motormen.....	7,518 24
Wages of engineer, firemen and other employes at power house.....	2,880 15
Wages of watchmen, starters, switchmen, roadmen, etc.....	352 24
Light and fuel other than at power house.....	106 38
Fuel, light and other supplies used at power house.....	3,321 62
Water tax.....	204 86
Advertising, printing and office expenses.....	384 51
Insurance.....	498 78
Removal of snow and ice.....	212 82
Overhead line repairs.....	475 60
Total operating expenses.....	\$22,948 46

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$144,350 68
Cost of equipment.....	21,982 98
Current assets, as follows, viz.:	
Cash on hand.....	838 22
Open accounts.....	11,126 22
Supplies on hand.....	759 00
Profit and loss (deficiency).....	12,808 80
	\$191,362 26

LIABILITIES.

Capital stock.....	\$54,870 00
Funded debt.....	72,500 00
Current liabilities, as follows, viz.:	
Bills payable.....	2,500 00
Open accounts.....	4,117 26
Loans payable.....	56,250 00
Mortgage on real estate.....	1,625 00
	\$191,362 26

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Flushing to College Point.....	3.79
Sidings on main line.....	.19
Total length of all tracks and sidings owned.....	3.98
Weight of rail per yard.....	45 lbs.
Gauge of track.....	4 ft. 8 1/2 in.
Open cars, not motors.....	4
Number of motor cars.....	4
Schedule time making trip one way.....	30 minutes.
Cars are run.....	Every 15 minutes.
Rate of fare per passenger.....	5 cents; 21 tickets for \$1
Number of passengers carried in cars during year.....	334,420
Average number of employes (including officials) during year.....	18

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Annual salary.

Superintendent.....	\$1,200 00
Clerk.....	300 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 75
Motor men	12	1 75
Roadmen	10	1 50
Engineers	10	2 00
Firemen.....	10	1 50

NUMBER OF ACCIDENTS.

	Killed.
Employees.....	1

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH DYKES.....	President	Flushing, N. Y.
DAVID MASTER	Secretary	Flushing, N. Y.
JOHN HEPBURN.....	Treasurer	Flushing, N. Y.
CHARLES GRISWOLD.....	Superintendent	Flushing, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH DYKES	Flushing, N. Y.
E. PLATT STRATTON.....	College Point, N. Y.
DAVID MASTER	Flushing, N. Y.
JOHN HEPBURN.....	Flushing, N. Y.
GEORGE POPLÉ	Flushing, N. Y.
HENRY CLEMENT	Flushing, N. Y.
SAMUEL MCCREERY.....	Flushing, N. Y.
JOSEPH K. MURRAY	Flushing, N. Y.

Title of company, Flushing and College Point Street Railroad Company.

General offices at Flushing, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, July 19.

For information concerning this report, address Joseph Dykes, President.

FORTY-SECOND STREET AND GRAND STREET FERRY
(New York city).

(Date of charter, February 16, 1863.)

The Grand Street Ferry Railroad Company was incorporated on the 16th day of February, 1863, under and pursuant to an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1863, and the several acts amendatory thereof, and on or about the 21st day of February, 1863, the grantees named in the act of the Legislature of the State of New York, passed April 17, 1863, entitled "An act to authorize the construction of a railroad in Tenth avenue, Forty-second street and certain other avenues and streets in the city of New York," and their assigns duly executed and delivered to the Forty-second Street and Grand Street Ferry Railroad Company, their successors and assigns, a grant, assignment and conveyance of all their right, title and interest in the rights, privileges and franchises, granted to and acquired by them under and by virtue of said last named act.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Par value.	Cash received on amount outstanding.
Authorized by law or charter.....	7,500	\$750,000	.....
Issued for actual cash.....	2,140	\$214,000	\$214,000
Issued on account of construction	5,340	534,000	.....
Total now outstanding	7,480	\$748,000	\$748,000

FORTY-SECOND STREET AND GRAND STREET FERRY. 781

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	April, 1893	p.c. 7	April & Oct.	\$235,000	\$212,400

Cost of Road and Equipment.

ROAD.

	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$686,944 05
Real estate	63,890 66
Buildings and fixtures.....	162,270 84
Total cost of road	\$913,015 55

EQUIPMENT.

Horses and harness.....	\$50,350 00
Cars	52,500 00
Wagons, trucks, snow-plows, sleighs	4,415 00
Total cost of equipment.....	\$107,265 00
Grand total cost of road and equipment	\$1,020,310 55

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$457,840 59
Less operating expenses (excluding all taxes).....	260,074 91
Net earnings from operation.....	\$197,765 68

Income from other sources, as follows, viz.:

Track rent.....	\$837 50
Car panel rent.....	2,459 60
Interest.....	2,098 71
Miscellaneous.....	6,078 00
	11,473 81
Gross income from all sources	\$209,239 49

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$18,159 10
Taxes on earnings and capital stock	28,276 82
Taxes other than above.....	975 46
Interest on funded debt due and accrued.....	16,520 00
Track rent.....	1,500 00
	65,431 38
Net income from all sources.....	\$143,798 04

Payments from net income, as follows, viz.:

Dividends declared, 16 per cent on capital stock.....	119,680 00
Surplus for year ending June 30, 1892	\$24,118 04

General Income Account.

Surplus for year ending June 30, 1892	\$24,118 04
Surplus up to June 30, 1891.....	61,206 44
Total surplus June 30, 1892	\$85,324 48

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$457,840 59
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REPORT OF THE RAILROAD COMMISSIONERS.

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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$5,841 27
Repairs of an other buildings and fixtures	1,075 00
Repairs of cars and other vehicles	15,428 54
Repairs of barns and stables, etc.	1,306 40
Repairs of harnesses	4,577 50
Repairs of harnesses and harnesses	15,987 50
Repairs of harnesses and harnesses	48,477 00
Repairs of harnesses and harnesses	10,000 00
Repairs of harnesses and harnesses	95,000 00
Repairs of harnesses and harnesses	24,000 00
Repairs of harnesses and harnesses	1,000 00
Repairs of harnesses and harnesses	310 00
Repairs of harnesses and harnesses	4,000 00
Repairs of harnesses and harnesses	10,000 00
Repairs of harnesses and harnesses	4,000 00
Repairs of harnesses and harnesses	2,000 00
Repairs of harnesses and harnesses	50 00
Total operating expenses	\$300,074 71

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$918,045 35
Cost of equipment	107,225 00
Other permanent investments	2,500 00

Current assets, as follows, viz.:

Cash on hand	\$118,794 91
Supplies on hand	2,800 00
	118,094 91
	\$1,136,040 26

LIABILITIES.

Capital stock	\$700,000 00
Funded debt	235,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$4,130 00
Bills payable, etc.	61,450 00
Sundries, supplies, etc.	4,000 00
	69,580 00
Profit and loss (surplus)	55,380 26
	\$1,136,040 26

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

Single track, main line, from Forty-second street, North river, to Grand street ferry, East river	5.13
Second track on main line and branches	5.13
Total length of all track and sidings owned	10.26

Weight of rail per yard	80 to 84 lbs.
Gauge of track	4 ft. 8 in.
Number of box cars	
Open cars	
Horses	
Cars are run	2 1/2 minutes average during
Rate of fare per passenger	5 ct
Number of passengers carried in cars during year	9,157

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

General officers and clerks	Annual salaries \$10,35
-----------------------------------	-------------------------

FORTY-SECOND STREET AND GRAND STREET FERRY. 788

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers.....	10	2 00
Starters	12	\$2 50 and 2 75
Watchmen	10	1 75 and 2 00
Switchmen.....	10	1 75
Roadmen	10	1 75
Hostlers.....	10	1 75
Car cleaners	10	1 75

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	20	4	24

Officers of the Company.

Name.	Title.	Official Address.
JOHN M. CALHOUN.....	President.....	New York city.
CHARLES P. EMMONS	Secretary	New York city.
R. J. JACOBS	Treasurer	New York city.

Directors of the Company.

Name.	Residence.
CHARLES B. HOGG.....	New York city.
GEORGE GREEN.....	New York city.
R. J. JACOBS	New York city.
OTIS W. RANDALL.....	New York city.
H. A. HURLBUT.....	New York city.
JOHN G. JOHNSON.....	Brooklyn, N. Y.
M. FEUCHTWANGER	New York city.
FRELING H. SMITH	New York city.
JOHN M. CALHOUN.....	New York city.
F. F. LASALA.....	Danbury, Conn.
A. H. FEUCHTWANGER	New York city.
JORDAN L. MOTT	New York city.
CHARLES P. EMMONS	New York city.

Title of company, The Forty-second Street and Grand Street Ferry Railroad Company.
General offices at 653 West Forty-second street, New York city.
Date of close of fiscal year, Monday next before second Tuesday in March.
Date of stockholders' annual meeting, second Tuesday in March.
For information concerning this report, address Charles P. Emmons, Secretary.

FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE (New York city).

(Date of charter, August 29, 1878.)

The original routes granted by act of Legislature, passed May, 1878 (see chap. 825, Laws of 1878.) The company organized under General Railroad Laws on August 29, 1878.
Under chapter 252, Laws of 1884, the road was extended from Tenth avenue and Forty-second street through Forty-second street to the East river and from Forty-second street through First avenue to Thirty-fourth street, also from Forty-second street at and through Seventh avenue, Broadway and the Boulevard to Manhattan street.
Road completed except a part of route on Twelfth avenue from Thirty-fifth street to Forty-second street (street not graded) and One Hundred and Ninth and One Hundred and Tenth streets between Avenue A and First avenue and Avenue A between One Hundred and Ninth and One Hundred and Tenth streets.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles
Single track, main line, from Forty-second street, North river, to Forty-second street, East river		1.97
Single track, main line, from Fifty-ninth street through Tenth avenue to Manhattan street		3.29
Single track, branch, from Forty-second street up Seventh avenue to Broadway to Manhattan street and Boulevard		4.02
Single track, North river, through Manhattan street, St. Nicholas avenue, One Hundred and Tenth street to First avenue		2.41
Single track, branch, from Tenth avenue through Eighty-sixth street to Riverside drive .....		.23
Single track, branch, from Fifty-fourth street through Twelfth avenue to Thirty-sixth street .....		.09
Total length of single track on main line and branches		12.10
Second track on main line and branches		12.10
Total length of all tracks and sidings owned		24.20
Weight of rail per yard	47 to 60 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	90	
Number of open cars	12	
Number of horses	999	
Schedule time making trip one way	23 to 59 mins.	
Cars are run	Every 1½ to 2 mins.	
Rate of fare per passenger	5 cents	
Number of passengers carried in cars during year	12,296,720	
Average number of employes (including officials), during year about	500	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, secretary, treasurer, superintendent and six clerks		\$19,000 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors		\$2 00
Drivers		2 00
Starters	10	2 00
Watchmen	10	1 33
Switchmen	10	1 33
Roadmen	10	1 33
Hostlers	10	1 33

NUMBER OF ACCIDENTS.

	Injured	Killed.	Total
Passengers	3	.....	3
Others, not employes	2	2	4
Total	5	2	7

Officers of the Company.

Name.	Title.	Official Address
JOHN S. FOSTER	President	New York City
C. F. NAETHING	Secretary	New York City
JACOB FLEISCHHAUER	Treasurer	New York City
S. M. Sisson	Superintendent	New York City

FORTY-SECOND ST., MANHATTANVILLE AND ST. NICHOLAS AVE. 787

Directors of the Company.

Name.	Residence.
JOHN S. FOSTER	Babylon, L. I., N. Y.
C. F. NAETHING	New York city.
JACOB FLEISCHHAUER	New York city.
D. D. CONOVER	Bay Shore, L. I., N. Y.
RICHARD B. HARNETT	New York city.
ALFRED WAGSTAFF.....	New York city.
JOSEPH HAIGHT	New York city.
E. D. WYLIE.....	New York city.
WM. H. NAETHING.....	New York city.
F. W. DAY.....	Brooklyn, N. Y.
C. H. WILCOX.	New York city.
E. H. DODD	Manhattenville L. I., N. Y.
WM. B. JENKINS.....	Jersey City, N. J.

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.
 General offices at 118 and 120 East Forty-second street, New York city.
 Date of close of fiscal year, June 30
 Date of stockholders' annual meeting, third Thursday in January.
 For information concerning this report, address John S. Foster, President.

FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

Capital Stock.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	800	\$20,000	.....
Issued for actual cash and now outstanding....	571	14,275	\$14,275

Cost of Road and Equipment.

ROAD.

Total cost up to June 30, 1892.

Roadbed, superstructure and rails.....	\$16,743 60
Real estate	1,618 44
Total cost of road	\$18,357 04
Total cost of equipment.....	2,409 10
Grand total cost of road and equipment.....	\$20,766 14

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

One horse bought	\$90 00
------------------------	---------

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,885 81
Less operating expenses (excluding all taxes).....	2,427 18
Net earnings from operation.....	\$1,408 63

Income from other sources, as follows, viz.:

Rent	\$60 00
Fertilizer	15 00
E. R. dividend	3 02
Horse sold.....	15 00
	93 02

Gross income from all sources	\$1,501 65
-------------------------------------	------------

Deductions from income, as follows, viz.:

Taxes on earnings and capital stock	199 91
---	--------

Net income from all sources	\$1,301 74
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Payments from net income, as follows, viz.:

Dividends declared, 10 per cent on capital stock	1,427 50
Deficit for year ending June 30, 1892	\$125 76

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Forty-second street, North river, to Forty-second street, East river	1.97
Single track, main line, from Fifty-ninth street through Tenth avenue to Manhattan street	3.29
Single track, branch, from Forty-second street up Seventh avenue to Broadway to Manhattan street and Boulevard	4.02
Single track, North river, through Manhattan street, St. Nicholas avenue, One Hundred and Tenth street to First avenue	2.41
Single track, branch, from Tenth avenue through Eighty-sixth street to Riverside drive .....	.23
Single track, branch, from Fifty-fourth street through Twelfth avenue to Thirty-sixth street .....	.09
Total length of single track on main line and branches	12.10
Second track on main line and branches	12 10
Total length of all tracks and sidings owned	24.29

Weight of rail per yard	47 to 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	90
Number of open cars	12
Number of horses	989
Schedule time making trip one way	23 to 59 mins.
Cars are run	Every 1½ to 8 mins.
Rate of fare per passenger	5 cents
Number of passengers carried in cars during year	12,295,730
Average number of employes (including officials), during year about	500

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.	Annual salary.
President, secretary, treasurer, superintendent and six clerks	\$19,006 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors .....	.....	\$2 00
Drivers .....	.....	2 00
Starters	10	2 00
Watchmen	10	1 33
Switchmen	10	1 33
Roadmen	10	1 33
Hostlers	10	1 33

NUMBER OF ACCIDENTS.

	Injured	Killed.	Total
Passengers	3	.....	3
Others, not employes	2	2	4
Total	5	2	

Officers of the Company.

Name.	Title.	Official Address
JOHN S. FOSTER	President	New York cit
C. F. NAETHING	Secretary	New York cit
JACOB FLEISCHHAUER	Treasurer	New York cit
S. M. SISSON	Superintendent	New York cit

FORTY-SECOND ST., MANHATTANVILLE AND ST. NICHOLAS AVE. 787

Directors of the Company.

Name.	Residence.
JOHN S. FOSTER	Babylon, L. I., N. Y.
C F. NAETHING	New York city.
JACOB FLEISCHHAUER	New York city.
D. D. CONOVER	Bay Shore, L. I., N. Y.
RICHARD B. HARNETT	New York city.
ALFRED WAGSTAFF.....	New York city.
JOSEPH HAIGHT	New York city.
E. D. WYLIE.....	New York city.
WM. H. NAETHING.....	New York city.
F. W. DAY.....	Brooklyn, N. Y.
C. H. WILCOX.....	New York city.
E. H. DODD	Amityville L. I., N. Y.
WM. B. JENKINS.....	Jersey City, N. J.

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.

General offices at 118 and 120 East Forty-second street, New York city.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, third Thursday in January.

For information concerning this report, address John S. Foster, President.

FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

Capital Stock.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	800	\$20,000	.....
issued for actual cash and now outstanding....	571	14,275	\$14,275

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....		\$16,743 60
Real estate		1,618 44
Total cost of road		\$18,357 04
Total cost of equipment.....		2,409 10
Grand total cost of road and equipment.....		\$20,766 14

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

One horse bought	\$90 00
------------------------	---------

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,835 81
Less operating expenses (excluding all taxes).....	2,427 18
Net earnings from operation.....	\$1,408 63

Income from other sources, as follows, viz. :

Rent	\$60 00
Fertilizer	15 00
E. R. dividend	8 02
Horse sold.....	15 00
	98 02

Gross income from all sources	\$1,501 65
-------------------------------------	------------

Deductions from income, as follows, viz. :

Taxes on earnings and capital stock	199 91
---	--------

Net income from all sources	\$1,301 74
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Payments from net income, as follows, viz. :

Dividends declared, 10 per cent on capital stock	1,427 50
--	----------

Deficit for year ending June 30, 1892	\$125 76
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General Income Account.

Deficit for year ending June 30, 1892.....	\$125 76
Surplus up to June 30, 1891	6,067 71
Total surplus June 30, 1892	<u>\$5,941 95</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$3,635 61</u>
-----------------------	-------------------

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$386 90
Repairs of all other buildings and fixtures.....	22 47
Repairs of cars and other vehicles	70 59
Repairs of harness and stable equipment.....	1 15
Horseshoeing.....	95 05
Renewals of horses and mules.....	90 00
Provender (including expenses of grinding).....	685 25
Wages of conductors and drivers	794 34
Light and fuel.....	23 44
Water tax	3 10
Legal expenses.....	10 00
Advertising, printing and office expenses.....	5 00
Insurances.....	30 00
Total operating expenses	<u>\$2,427 18</u>

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$18,357 04
Cost of equipment.....	2,400 10
Current assets, as follows, viz.:	
Cash on hand.....	164 56
	<u>\$20,930 70</u>

LIABILITIES.

Capital stock	\$14,275 00
Current liabilities, as follows, viz.:	
Dividend paid.....	713 75
Profit and loss (surplus)	5,941 95
	<u>\$20,930 70</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Frankfort to Ilion.....	2.50
Sidings on main line.....	.125
Total length of all tracks and sidings owned.....	<u>2.625</u>
Weight of rails per yard	25 lbs.
Gauge of track	5 feet.
Number of box cars.....	4
Open cars	1
Horses and mules	6
Schedule time making trip one way.....	25 minutes.
Cars are run	Eleven trips daily.
Rate of fare per passenger.....	5, 7 and 10 cts.
Number of passengers carried in cars during year.....	32,394
Average number of employes (including officials) during year.....	5

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wage per da.
Conductors	12	10
Drivers	12	10

FRANKFORT AND ILION.

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Officers of the Company.

Name.	Title.	Official Address.
A. C. MCGOWAN.....	President	McGowan, N. Y.
W. I. PARKER.....	Secretary.....	Frankfort, N. Y.
W. W. CROSBY.....	Treasurer	Frankfort, N. Y.
JEREMIAH MEYERS	Superintendent.....	Frankfort, N. Y.

Directors of the Company.

Name.	Residence.
A. C. MCGOWAN.....	McGowan, N. Y.
A. W. MCGOWAN.....	McGowan, N. Y.
S. T. RUSSELL.....	Ilion, N. Y.
W. W. CROSBY.....	Frankfort, N. Y.
W. I. PIPER.....	Frankfort, N. Y.
P. A. SKIFF.....	Frankfort, N. Y.
JOHN LOFTIS.....	Frankfort, N. Y.
J. H. HARD	Frankfort, N. Y.
J. J. DUDLESTON, Jr.....	Frankfort, N. Y.
J. MEYERS	Frankfort, N. Y.
WHITNEY GRAVES	Frankfort, N. Y.
H. L. GRAVES	Frankfort, N. Y.
M. F. FARRELL.....	Frankfort, N. Y.

Title of company, Frankfort and Ilion Street Railroad Company.
 General offices at Frankfort, N. Y.
 Date of close of fiscal year. June 30.
 Date of stockholders' annual meeting, first Tuesday in October.
 For information concerning this report, address W. I. Piper, Secretary.

FULTON AND OSWEGO FALLS.

(Date of charter, September 21, 1885.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter and now outstanding.....	150	\$15,000	\$15,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	Jan. 1, 1897	p.c. 6	Jan. 1, July 1	\$15,000	\$15,000

Cost of Road and Equipment.

ROAD.

	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$1,884 59
Interest and discount charged to construction.....	87 89
Road built by contract	80,000 00
Total cost of road	\$81,972 48

REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT.

Cars	\$779 00
Wagons, trucks, snow-plows and sleighs.....	1,330 00
Total cost of equipment.....	\$2,109 00
Grand total cost of road and equipment	\$33,481 48

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,451 82
Less operating expenses (excluding all taxes).....	3,213 61
Gross income from all sources	\$1,238 21
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$94 89
Interest on funded debt due and accrued.....	900 00
	994 89
Surplus for year ending June 30, 1892.....	\$243 32

General Income Account.

Surplus for year ending June 30, 1892.....	\$243 32
Deficit up to June 30, 1891	6,653 41
*Total deficit June 30, 1892.....	\$6,440 09

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$3,707 18
Mails.....	373 09
Transportation of baggage.....	212 25
Miscellaneous.....	157 47
Total gross earnings.....	\$4,451 82

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$104 35
Repairs of cars and other vehicles.....	44 36
Repairs of harness and stable equipment.....	20 63
Hors shoeing.....	89 24
Renewals of horses and mules.....	40 00
Provender (including expense of grinding).....	737 06
Salaries of general officers and clerks.....	436 00
Wages of conductors and drivers.....	1,259 50
Light and fuel.....	74 72
Water tax	13 73
Legal expenses.....	150 00
Advertising, printing and other expenses	3 90
Insurance.....	93 73
Contingencies	111 02
Total operating expenses.....	\$3,213 61

General Balance Sheet June 30, 1892.

ASSETS.

Cost of equipment.....	\$33,481 48
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	233 57
Profit and loss (deficiency).....	7,661 98
	\$41,377 03

LIABILITIES.

Capital stock.....	\$15,000 00
Funded debt.....	15,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	10,700 00
Open accounts.....	00 00
	\$41,377 03

* This should agree with profit and loss, deficiency, in general balance sheet, but does not.
R. R. Commissioners.

FULTON AND OSWEGO FALLS.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Fulton to Oswego Falls.....		1.14
Weight of rail per yard.....	42 1/2 lbs.	
Gauge of track.....	4 ft. 8 1/4 in.	
Number of box cars.....	8	
Open cars.....	1	
Horses and mules.....	9	
Schedule time making trip one way.....	7 to 8 min.	
Cars are run.....	Every 30 min.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year.....	74,152	
Average number of employees (including officials) during year.....	5	

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH WALKER, JR.....	President.....	New York city.
CHAS. LYMAN.....	Secretary and Treasurer.....	New York city.
E. QUIRK.....	Superintendent.....	Fulton, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH WALKER.....	New York city.
JOSEPH WALKER, JR.....	New York city.
W. S. SLOAN.....	New York city.
CHAS. LYMAN.....	New York city.
CHAS. H. DEXTER.....	Fulton, N. Y.
N. N. STRANAHAN.....	Fulton, N. Y.
H. BRADSHAW.....	Fulton, N. Y.

Title of company, Fulton and Oswego Falls Street Railway Company.
 General offices at 15 Broad street, New York city
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Tuesday in September.
 For information concerning this report, address J. Walker, Jr., President.

GLENS FALLS, SANDY HILL AND FORT EDWARD.

(Date of charter, September 28, 1885.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued on account of construction and now outstanding.....	1,000	\$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
1st mortgage.....	July 1, 1901	P. C. 6	Jan. & July	\$100,000	\$100,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$1,743 89	\$123,930 69
Electric appliances pertaining to road and superstructure	314 72	25,076 64
Real estate .....	.....	1,429 25
Buildings and fixtures, exclusively used for electric purposes and all other buildings and fixtures .....	.....	7,308 59
Total cost of road	\$2,058 41	\$157,645 17
EQUIPMENT.		
*Horses	\$6,764 25	\$637 59
Harness .....	.....	61 00
Cars, other than motor cars	1,100 00	48,117 65
Motor cars and fixtures	419 89	
Electric and steam machinery at power house	7,641 89	23,039 21
Tools .....	.....	967 54
Wagons, snow-plows, sleighs .....	.....	1,481 09
Total cost of equipment	\$2,397 53	\$74,323 99
Grand total cost of road and equipment	\$4,455 94	\$231,969 07

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additional switches and sidings	\$1,743 89
Electric work for same	314 72
Four second hand, forty passenger, open cars	1,100 00
Extra appliances for motor cars	419 89
Steam and electric machinery at power station	7,641 89
Depreciation in horses and harness, partly due to error in account	6,764 25
Total	\$4,455 94

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$30,040 23
Less operating expenses (excluding all taxes)	20,395 28
Net earnings from operation	\$9,645 05
<i>Income from other sources, as follows, viz.:</i>	
+Coupon books	\$3,140 00
+Tickets	548 06
+Commutation books	81 45
Miscellaneous	129 63
	3,907 14
Gross income from all sources	\$13,554 19
<i>Deductions from income, as follows, viz.:</i>	
Taxes	\$911 93
Interest on funded debt due and accrued	6,000 00
Notes	469 86
	7,381 79
Surplus for year ending June 30, 1892	\$6,172 40

General Income Account.

Surplus for year ending June 30, 1892	\$6,172 40
Surplus up to June 30, 1891	290 41
	\$6,462 81
Charged off on horses and harness	6,764
Total deficit June 30, 1892	\$307

* Deduction.

† These items belong to "Earnings from Operation."—R. R. Commissioners.

GLENS FALLS, SANDY HILL AND FORT EDWARD.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$29,951 73
Freight.....	88 60
Coupon books.....	3,140 00
Tickets.....	548 06
Commutation books.....	81 45
Total gross earnings.....	\$33,809 84

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$151 50
Repairs of buildings and fixtures.....	247 13
Repairs and renewals of cars motors and other vehicles.....	1,182 74
Wages of conductors and motormen.....	7,145 71
Wages of engineer, firemen and other employes at power house.....	2,391 88
Wages of watchmen, starters, switchmen, roadmen, etc.....	1,384 99
Fuel, light and other supplies used at power house.....	2,243 27
Damage to persons and property.....	160 75
Printing.....	218 34
Insurance.....	954 95
Removal of snow and ice.....	216 56
Oil and waste.....	893 19
Incandescent lamps.....	104 65
Supplies.....	186 47
Teaming.....	1,145 51
Expense.....	2,261 64
Total operating expenses.....	\$20,895 28

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$157,645 17
Cost of equipment.....	74,323 90

Current assets, as follows, viz.:

Cash on hand.....	1,217 73
Bills receivable.....	140 00
Open accounts.....	355 74
Supplies on hand.....	2,277 72
Uniform account.....	45 90
Profit and loss (deficiency).....	301 44
	\$236,307 60

LIABILITIES.

Capital stock.....	\$120,000 00
Funded debt.....	100,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	3,349 06
Bills payable.....	12,352 08
Open accounts.....	606 46
	\$236,307 60

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Glens Falls to Fort Edward.....	7.17
Sidings on main line.....	1.18
Total length of all tracks and sidings owned.....	8.35

Weight of rail per yard.....	40 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars, not motors.....	6
Open cars, not motors.....	4
Number of motor cars.....	8
Schedule time making trip one way.....	45 minutes.
Cars are run.....	Every ½ hour in morning, ¼ hour in afternoon.
Rate of fare per passenger.....	6 cts. between villages, 5 cts. local.

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 31¼
Roadmen .....	.....	1 15

ACCIDENTS.		Injured.
Passengers .....	.....	2
Employees .....	.....	1
Total .....	.....	3

Officers of the Company.

Name.	Title.	Official Address.
J. M. COOLIDGE.....	President	Glens Falls, N. Y.
B. B. FOWLER.....	Secretary and Treasurer	Glens Falls, N. Y.
A. S. CRABLE.....	Superintendent	Glens Falls, N. Y.

Directors of the Company.

Name.	Residence.
J. M. COOLIDGE.....	Glens Falls, N. Y.
B. B. FOWLER	Glens Falls, N. Y.
T. S. COOLIDGE.....	Glens Falls, N. Y.
J. FOWLER	Glens Falls, N. Y.
H. R. LEAVENS.....	Glens Falls, N. Y.
J. A. POWERS	Lansingburgh, N. Y.
SAMUEL BOLTON, Jr	Lansingburgh, N. Y.
FRANK GILBERT	Troy, N. Y.
PETER MCCARTHY.....	Troy, N. Y.
WM. H. ROWE	Troy, N. Y.
LOREN ALLEN.....	Sandy Hill, N. Y.
G. M. INGALSBE.....	Sandy Hill, N. Y.
E. N. SANDERSON	Fort Edward, N. Y.

Title of company, Glens Falls, Sandy Hill and Fort Edward Street Railroad Company.
General offices at Glens Falls, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in June.
For information concerning this report, address B. B. Fowler, Secretary, 130 Glen street,
Glens Falls, N. Y.

HARLEM BRIDGE, MORRISANIA AND FORDHAM
(New York city).

(Date of charter, May 2, 1863.)

Capital Stock and Funded Debt.
CAPITAL STOCK.

	No. of shares.	Total par value.	Cash realt on amoun outstandh
Authorized by law or charter, issued for actual cash and now outstanding	7,000	\$350,000	\$350.

HARLEM BRIDGE, MORRISANIA AND FORDHAM.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage bonds.....	Nov. 1, 1918.	P.C. 5	May & Nov.	\$76,000	\$76,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	.....	\$317,077 05
Electric appliances pertaining to road and superstructure.....	*\$1,850 78	.....
Right of way, real estate and all other buildings and fixtures...	9,121 80	86,158 70
Total cost of road.....	\$5,771 02	\$408,235 75

EQUIPMENT.		
Horses and harness	*\$2,402 00	\$25,788 00
Cars, other than motor cars .....	.....	15,400 00
Wagons, trucks, snow-plows, sleighs, etc.....	115 28	2,890 26
Total cost of equipment	*\$2,266 74	\$48,578 26
Grand total cost of road and equipment.....	\$3,484 28	\$446,814 01

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Assessments for grading	\$7,921 80
Amount paid for filling in lots	1,200 00
Paid for stable equipment.....	426 60
Horses.....	365 00
	\$9,913 40

Less depreciation :		
Horses and harness	\$2,714 50	
Stable equipment, etc.....	811 84	
Sale of horses	52 60	
Amount charged in previous year to electric appliances pertaining to road and superstructure, now credited to this account, same having been paid by another company	3,350 78	
		6,429 12
Total		\$3,484 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$178,646 46
Less operating expenses (excluding all taxes).....	161,873 51
Gross income from all sources.....	\$17,272 95

* Decrease.

Deduction from income, as follows, viz.:

Taxes on property used in operation of road.....	\$7,176 65	
Taxes on earnings and capital stock.....	1,208 55	
Interest on funded debt due and accrued	3,812 50	
Interest on loans	1,490 00	
		<u>\$13,687 70</u>

Surplus for year ending June 30, 1892.....	<u>\$3,583 25</u>
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General Income Account.

Surplus for year ending June 30, 1892	\$3,583 25
Surplus up to June 30, 1891.....	7,896 12
	<u>\$11,481 37</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers.....	\$178,346 46
Mail service	300 00
	<u>\$178,646 46</u>

OPERATING EXPENSES.

Repairs of roadbed and track	\$8,872 74
Repairs of buildings and fixtures	608 89
Repairs of cars and other vehicles	5,422 09
Repairs of harness and stable equipment.....	1,653 70
Horseshoeing	6,345 41
Renewals of horses	2,714 50
Provender (including expense of grinding).....	36,044 64
Salaries of general officers clerks, and office expenses.....	7,725 77
Wages of conductors and drivers	52,906 71
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	29,703 95
Light and fuel.....	928 76
Water tax	54 30
Damages to persons and property	42 00
Legal expenses	250 10
Advertising, stationery and printing	587 27
Insurance.....	3,000 00
Removal of snow and ice	889 41
Contingencies.....	2,661 77
	<u>\$161,373 51</u>

Total operating expenses.....	<u>\$161,373 51</u>
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General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road.....	\$403,235 73
Cost of equipment.....	43,578 26

Other permanent investments, as follows, viz.:

Advances to other companies.....	2,409 15
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Current assets, as follows, viz.:

Cash on hand.....	\$5,164 14
Open accounts	4,812 42
Materials on hand.....	2,719 70
Due from individuals.....	29,661 95
	<u>42,358 21</u>
	<u>\$491,461</u>

LIABILITIES.

Capital stock.....	\$350,000
Funded debt.....	76,000

Current liabilities, as follows, viz.:

Bills payable	54,000
Profit and loss (surplus).....	11,461
	<u>\$491,461</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Harlem to Fordham.....		4.61
Single track, branch, from Boston Avenue junction, to West Farms		1.89
Single track, branch, from Port Morris to Madison Avenue bridge		1.81
Single track, branch, One Hundred and Thirty-third street and Third avenue to One Hundred and Thirty-eighth street and Third avenue.....		.28
Single track, branch, Westchester avenue and Third avenue to Westchester avenue and Prospect avenue		1.00
Total length of single track on main line and branches		9.09
Second track on main line and branches.....		9.09
Total length of all tracks and sidings owned.....		18.18
Weight of rails per yard		60 to 72 $\frac{1}{2}$ lbs.
Gauge of track		4 feet 8 $\frac{1}{4}$ in.
Number of box cars.....		36
Open cars		27
Horses.....		307
Schedule time making trip one way.....		45 minutes.
Cars are run		During business hours every 4 or 5 minutes.
Rate of fare per passenger.....		5 cents.
Number of passengers carried in cars during year.....		3,568,930
Average number of employes (including officials) during year		About 160

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
Secretary, treasurer and superintendent.....		\$3,560 00
General office clerks		1,540 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers.....	12	2 00
Starters	12	2 14
Watchmen	12	1 71
Switchmen, stable foreman.....	12	2 00
Roadmen	10	\$1 75 and 1 50
Hostlers.....	12	1 71
Hill boys.....	10	1 00 and 1 25
Inspectors	12	2 14
Car repairers	10	2 25, 2 50, 3 00
Harness makers	10	2 50
Blacksmiths	9	3 00
Track foreman	10	2 00

ACCIDENTS.

	Injured.	Killed.	Total.
Others than passengers or employes.....	2	2	4

Officers of the Company.

Name.	Title.	Official Address.
HENRY SPRATLEY.....	President.....	2389 Third avenue, New York city.
THOMAS W. OLCOTT	Secretary and Treasurer....	2389 Third avenue, New York city.
JAMES CORRIGAN	Superintendent	2389 Third avenue, New York city.

Weight of rail per yard	40 and 25 lbs.
Gauge of track.....	4 ft. 8 1/4 in
Number of box cars.....	3
Open cars.....	1
Schedule time making trip one way.....	15 minutes.
Cars are run.....	Every hour.
Rate of fare per passenger.....	5 and 10 cents.
Number of passengers carried in cars during year.....	124,407
Average number of employes (including officials) during year.....	1

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary.
Secretary	\$25.00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	15	*\$2 33

Officers of the Company.

Name.	Title	Official Address.
H. D. ALEXANDER	President, Treasurer and Superintendent,	Mohawk, N. Y.
E. L. PRINCE	Secretary.....	Mohawk, N. Y.

Directors of the Company.

Name.	Residence.
H. D. ALEXANDER.....	Mohawk, N. Y.
J. V. QUACKENBUSH.....	Mohawk, N. Y.
JACOB DEIFENDORF	Mohawk, N. Y.
C. BECKWITH	Herkimer, N. Y.
HENRY DEIMEL	Herkimer, N. Y.
CORNELIA CHURCHILL.....	Brooklyn, N. Y.
CORDELIA CHURCHILL.....	Brooklyn, N. Y.

Title of company, Herkimer and Mohawk Railroad Company.
General offices at Mohawk, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Monday in January.
For information as to this report, address H. D. Alexander, President.

HOUSTON, WEST STREET AND PAVONIA.

(Date of charter, June 3, 1874.)

On the 25th day of May, 1874, the real estate, tracks, franchises, etc., of the Avenue C Railroad Company were sold by Shepherd Knapp, trustee named in mortgages, at public auction, to John Lowry, E. Beadleston and S. F. Knapp, who afterwards sold to the Houston, West Street and Pavonia Railroad Company

The articles of association of the company were filed June 3, 1874, and it acquired by purchase from Shepherd F. Knapp and others the real estate, tracks, franchises, etc., formerly belonging to the Avenue C Railroad Company for the consideration of \$750,000.

The entire capital stock of this company was issued and delivered to Messrs. Knapp and others in part payment of such purchase, and bonds issued to them for the balance of purchase money.

The Chambers Street and Grand Street Ferry Railroad Company was merged into this company January 27, 1891.

The Broadway and Seventh Avenue Railroad Company was leased to this company June 1890.

The Sixth Avenue Railroad was leased to this company February 1, 1892.

The Ninth Avenue Railroad was leased to this company April 20, 1892.

This report embraces the operations of the above roads for the portion of the fiscal year in which each road was operated under lease by this company.

* Seventy dollars per month.

HOUSTON, WEST STREET AND PAVONIA FERRY.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	10,500	\$1,050,000
Issued on account of purchase of the Avenue C railroad.	2,500	\$250,000
Issued on account of purchase of the Chamber Street and Grand Street Ferry railroad.....	8,000	800,000
Total now outstanding,.....	10,500	\$1,050,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
First mortgage bonds	July 1, 1894	p.c. 7	Jan. & July	\$500,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Real estate.....	\$35,000 00	.....
Purchase of constructed road as heretofore reported .....	.....	\$1,396,760 67
Total cost of road.....	\$35,000 00	\$1,431,760 67
EQUIPMENT.		
Horses	\$14,500 00	.....
Harness.....	694 00	.....
Cars.....	12,900 00	.....
Cost of road and equipment as heretofore reported.....	.....	\$186,711 00
Total cost of equipment.....	\$28,094 00	\$214,805 00
Grand total cost of road and equipment	\$63,094 00	\$1,646,565 67

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Real estate betterments.....	\$35,000 00
Increase in number of horses.....	14,500 00
Increase in car equipment	12,900 00
Increase in harness equipment.....	694 00
Total	\$63,094 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$2,261,988 46
Less operating expenses (excluding all taxes).....	1,564,524 .0
Net earnings from operation	\$697,459 36
Income from other sources, as follows, viz. :	
Rents, interest, etc	14,882 75
Gross income from all sources	\$711,842 11

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$34,471 13	
Taxes on earnings and capital stock.....	74,368 11	
Taxes other than above	74,298 52	
Interest on funded debt due and accrued.....	88,495 00	
Rentals	453,068 33	
		<u>\$669,711 09</u>

Surplus for year ending June 30, 1892 \$42,131 02

General Income Account.

Surplus for year ending June 30, 1892.....		\$42,131 02
Surplus up to June 30, 1891.....	\$240,979 94	

Amount charged direct to profit and loss during current year:

Judgments	\$1,828 18	
Open accounts.....	2,584 32	
		<u>4,412 50</u>
		<u>\$278,683 45</u>

Total surplus June 30, 1892 \$278,683 45

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers, including leased lines	<u>\$2,261,983 45</u>
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RENTALS.

Broadway Surface, bond interest.....	\$106,280 00
South Ferry Railroad Company bond interest	17,500 00
Broadway and Seventh Avenue Railroad Company, interest on funded debt.....	100,000 00
Broadway and Seventh Avenue Railroad Company, interest on bonds and mortgage.....	10,000 00
Broadway and Seventh Avenue Railroad Company, 10 per cent dividend	210,000 00
Ninth Avenue Railroad Company, rental	9,328 33
	<u>\$453,088 33</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$32,989 91
Repairs of buildings and fixtures.....	8,895 02
Repairs of cars and other vehicles.....	45,285 29
Repairs of harness and stable equipment.....	19,943 31
Horseshoeing.....	44,148 58
Renewals of horses and mules	65,582 59
Provender (including expense of grinding).....	304,289 51
Salaries of general officers and clerks.....	70,328 27
Wages of conductors and drivers on horse cars.....	585,571 48
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	253,994 79
Light and fuel.....	12,128 45
Water tax.....	3,800 00
Damages to persons and property	24,978 25
Legal expenses.....	34,077 02
Advertising, printing and office expenses	7,524 22
Insurance.....	7,619 02
Removal of snow and ice	14,913 19
Contingencies	23,516 25

Total operating expenses..... \$1,584,584 19

Contingencies:

Rent of property	\$7,033 35
Detective service.....	9,008 00
Oil and waste.....	908 17
Sundries	8,561 01
	<u>\$25,510 53</u>

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road.....	\$1,431,790 57
Cost of equipment.....	214,805 00
Other permanent investments.....	31,600 00

Current assets, as follows, viz.:

Cash on hand.....	\$65,306 06
Bills receivable	69,790 00
Open accounts.....	3,280,744 99
Supplies on hand.....	16,950 00
	<u>3,432,791 05</u>
	<u>\$5,110,937 02</u>

HOUSTON, WEST STREET AND PAVONIA FERRY.

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LIABILITIES.

Capital stock	\$1,050,000 00
Funded debt.....	500,000 00
Current liabilities, as follows, viz. :.....	
Open accounts.....	8,281,659 16
Profit and loss (surplus)	278,698 46
	<u>\$5,110,357 62</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	<i>Miles.</i>
Single track, main line, from Forty-second street, Grand Central depot, to Chambers Street ferry.....	8.5886
Single track, branch, from Grand Street ferry, East river, to Chambers Street ferry.....	1.9740
Single track, branch, from Roosevelt ferry to Madison street .....	.8550
Single track, branch, from Avenue C and Tenth street to Tenth Street ferry, East river.....	.2753
Total length of single track on main line and branches.....	6.1429
Second track on main line and branches	6.2374
Sidings on main line and branches .....	.7672
Total length of all tracks and sidings owned.....	<u>13.1475</u>

<i>Length of railway actually leased and operated by this company, as follows :</i>	
Single track from Fifty-ninth street and Seventh avenue to Barclay street and Broadway	4.2820
Single track from Fifty-first street and Seventh avenue to Park place and Broadway	4.0460
Single track from Fifteenth street and Broadway to Bowling Green	2.5070
Single track from Vesey and Church streets to South ferry.....	.8500
Single track from Sixth avenue and Fifth-ninth street to Vesey street and Broadway	4.4000
Single track from Ninth avenue and Manhattan to Fulton street and Bowery....	7.8600
Single track on Canal street from West Broadway to Broadway.....	.2000
Total length of single track leased.....	24.1450
Second track and sidings.....	24.1450
Total length of all tracks and sidings leased	<u>48.2900</u>
Grand total of single tracks and sidings owned and leased	<u>61.4375</u>

Weight of rail per yard	47, 56, 60 lbs.
Gauge of track.....	4 feet 8 1/2 in.
Number of box cars	468
Open cars	70
Horses.....	3,967
Schedule time making trip one way	1 hour, 20, 58, 56 and 26 min.
Cars are run	Every minute.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year :	
Cash passengers.....	45,289,670
On transfers.....	2,645,800
Average number of employees (including officials) during year.....	2,100

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
President, first vice-president, second vice-president, secretary and treasurer, superintendent, general clerks, register clerks, receivers, etc	\$70,823 27

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	9 1/4 to 10	\$2 00
Drivers.....	9 1/2 to 10	2 00
Starters	10	2 50
Watchmen	10	2 00
Switchmen	10	\$1 00 to 1 25
Roadmen	10	1 50 to 2 25
Hostlers	10	1 75
Inspectors	10	2 57
Woodworkers	10	3 00
Painters	10	2 75
Horseshoers	9 1/2	3 00

ACCIDENTS.

	Injured.	Killed.	Total
Passengers	6	1	7
Employees	2	.....	2
Others	8	9	17
Total	16	10	26

Officers of the Company.

Name.	Title.	Official Address.
JOHN D. CRIMMINS.....	President	761 Seventh ave., N. Y. city.
HENRY THOMPSON	1st Vice-President	761 Seventh ave., N. Y. city.
DANIEL S. LAMONT	2d Vice-President	761 Seventh ave., N. Y. city.
D. B. HASBROUCK.....	Secretary and Treasurer....	761 Seventh ave., N. Y. city.
THOS. H. MCLEAN.....	General Manager	761 Seventh ave., N. Y. city.

Directors of the Company.

Name.	Residence.
JOHN D. CRIMMINS.....	New York city.
HENRY THOMPSON	New York city.
THOMAS F. RYAN	New York city.
PETER A. B. WIDENER.....	Philadelphia, Pa.
WM. L. ELKINS	Philadelphia, Pa.
D. B. HASBROUCK.....	Brooklyn, N. Y.
CHAS. E. WARREN.....	Brooklyn, N. Y.

Title of company, Houston, West Street and Pavonia Ferry Railroad Company.

General offices at 761 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June. . .

For information concerning this report, address D. B. Hasbrouck, Secretary.

HUDSON ELECTRIC.

(Date of charter, April 24, 1888.)

Construction commenced May 31, 1890.

Opened for public use September 20, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
*First mortgage bonds	1908	p.c. 6	Mar. & Sept.	\$25,000

* Issued for constructed road.

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$24 40	\$132 40
Overhead line.....	73 98	97 41
Buildings and fixtures	95 87	249 44
Purchase of constructed road and equipment .....	.....	90,000 00
Total cost of road.....	\$194 25	\$90,479 25
EQUIPMENT.		
Motor cars and fixtures.....	\$4,575 02	\$5,569 04
Total cost of equipment	\$4,575 02	\$5,569 04
Grand total cost of road and equipment.....	\$4,769 27	\$96,048 29

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Additional track and curve to station.....	\$24 40
Two guard wires over trolley wire	73 98
Adding two rooms in car house and putting additional track in car house.....	95 87
Purchase of an additional motor car and part payment on another purchased last year.....	4,575 02
Total	\$4,769 27

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$18,048 58
Less operating expenses (excluding all taxes).....	10,880 43
Gross income from all sources	\$7,668 15
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$394 50
Taxes on earnings and capital stock	90 24
Taxes other than above.....	91 10
Interest on funded debt due and accrued	2,400 00
	2,975 84
Net income from all sources	\$4,692 31
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 6 per cent on capital stock.....	3,000 00
Surplus for year ending June 30, 1892.	\$1,692 31

General Income Account.

Surplus for year ending June 30, 1892.....	\$1,692 31
Surplus up to June 30, 1891.....	3,756 74
Total surplus June 30, 1892	\$5,449 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$18,048 58
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$162 18
Repairs of buildings and fixtures	34 10
Repairs and renewals of cars, motors and other vehicles	1,278 99
Overhead line.....	1 57
Wages of conductors and motor men.....	2,872 18
Wages of watchmen and foreman.....	1,141 50
Light and fuel other than at power house	16 00

Damages to persons and property.....	\$9 47
Legal expenses.....	108 00
Advertising, printing and office expenses.....	187 00
Insurance	374 37
Removal of snow and ice.....	10 62
Incidentals	124 53
Oil and waste.....	99 12
Power (rented from electric light company).....	3,900 00
Total operating expenses..	\$10,890 43

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$30,479 25
Cost of additional equipment.....	5,500 04
Current assets, as follows, viz.:	
Cash on hand.....	307 10
	\$36,286 39
LIABILITIES.	
Capital stock	\$50,000 00
Funded debt.....	40,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued.....	\$800 00
Tax on earnings.....	90 24
Tax, Railroad Commissioners	16 10
	906 34
Profit and loss (surplus).....	5,449 05
	\$36,285 39

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from New York Central depot to Academy hill.....		1.33
Single track, branch, from Division street to Boston and Albany depot.....		.06
Single track, branch, from Front street to ferry landing .....		.05
Total length of single track on main line and branches.....		1.66
Second track on main line and branches.....		.15
Total length of all tracks and sidings owned.....		1.81
Weight of rail per yard		35 lbs.
Gauge of track.....		4 ft. 8½ in.
Number of motor cars.....		5
Schedule time making trip one way		14 minutes
Cars are run.....		Every 7½ min.
Rate of fare per passenger.....		5 cents
Number of passengers carried in cars during year.....		359,258
Average number of employes (including officials) during year.....		6

Salaries, Wages, Etc., of Officers and Employes.

OFFICER.	Annual salary.
Foreman.....	\$675 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Motormen.....	12	\$1 1
Watchmen	12	1

Officers of the Company.

Name.	Title.	Official Address.
H. MCGONEGAL.....	President	Syracuse, N. Y.
E. J. HODGE	Secretary	Hudson, N. Y.
S. D. LAKE.....	Treasurer and Superintendent	Hudson, N. Y.

HUDSON ELECTRIC.

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Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
S. D. LAKE	Hudson, N. Y.
E. J. HODGE	Hudson, N. Y.
A. J. ROWLES	Hudson, N. Y.
J. KINGSLEY	Troy, N. Y.
W. S. WALES	Syracuse, N. Y.
A. E. MATTHEWS	Syracuse, N. Y.
H. MCGONEGAL	Syracuse, N. Y.

Title of company, Hudson Electric Railway Company.

General offices at Hudson, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Thursday in October.

For information concerning this report, address S. D. Lake, Treasurer.

HUNTINGTON.

(Date of charter, May, 1890)

Commenced operating road July 19, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	3,000	\$30,000
Issued for actual cash	305	\$3,050
Issued on account of construction	2,695	26,950
Total now outstanding	3,000	\$30,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
First mortgage bonds, whole amount author- ized, \$30,000	1920	p.c. 5	June & Dec.	\$26,000

Cost of Road and Equipment.

* Total cost of road and equipment up to June 30, 1891	\$55,665 90
Buildings and fixtures added during year ending June 30, 1892	173 42
Grand total cost of road and equipment up to June 30, 1892	\$55,839 32

* In report of 1891 this item, through error, was put at \$55,465.90.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$5,188 54
Less operating expenses (excluding all taxes)		3,027 18
Gross income from all sources		\$2,161 36
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$155 90	
Taxes on earnings and capital stock	47 02	
Interest on funded debt due and accrued	1,804 00	
		1,806 92
Net income from all sources		\$1,054 44
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 8 per cent on capital stock		900 00
Surplus for year ending June 30, 1892		\$154 44

General Income Account.

Surplus for year ending June 30, 1892	\$154 44
Surplus up to June 30, 1891	512 57
Total surplus June 30, 1892	\$667 01

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$5,891 34
Sundries	297 20
Total gross earnings	\$6,188 54

OPERATING EXPENSES.

Repairs of cars and other vehicles	\$35 15
Repairs of harness and stable equipment	35 35
Horseshoeing	127 02
Provender (including expense of grinding)	1,045 16
Wages of conductors and drivers on horse cars	1,537 51
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	385 00
Light and fuel	25 00
Advertising, printing and office expenses	30 00
Insurance	88 73
Contingencies	227 79
Total operating expenses	\$3,027 18

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment		\$55,839 32
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$699 00	
Supplies on hand	261 00	
		960 00
		\$56,800 32

LIABILITIES.

Capital stock		\$30,000 00
Funded debt		26,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt accrued		102 34
Open accounts		24 00
Profit and loss (surplus)		600 00
		\$56,800 34

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Nil
Single track on main line, depot of Long Island railroad to Harbor	

HUNTINGTON.

809

Weight of rail per yard	30 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Open cars.....	9
Schedule time making trip one way.....	30 min.
Cars run as per card schedule and to meet all trains.	
Rate of fare per passenger	5 and 10c.
Number of passengers carried in cars during year, about.....	79,000
Average number of employes (including officials) during the year.....	6

Salaries, Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Drivers.....	10	\$1 10
Roadmen	10	1 00
Hostlers.....	10	1 00

Officers of the Company.

Name.	Title.	Official Address.
E. D. DAVIDSON	President	Huntington, N. Y.
GEORGE M. TILESTON.....	Secretary.....	Huntington, N. Y.
DOUGLASS CONKLIN	Treasurer.....	Huntington, N. Y.
ISAAC ROGERS.....	Superintendent.....	Huntington, N. Y.

Directors of the Company.

Name.	Residence.
E. D. DAVIDSON	Huntington, N. Y.
TEMPLE PRIME	Huntington, N. Y.
G. M. TILESTON.....	Huntington, N. Y.
D. CONKLIN.....	Huntington, N. Y.
ISAAC ROGERS	Huntington, N. Y.
J. M. BRUSH	Huntington, N. Y.
JOHN M. WOOD, Jr	Huntington, N. Y.
JOSEPH IRVINE	Huntington, N. Y.

Title of company, Huntington Railroad Company.
General offices at Huntington, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address Isaac Rogers, Superintendent.

ITHACA.

(Date of charter, November 18, 1884.)

Change of ownership of this road took place about May 1, 1892, and the company will be reorganized and the road extended about five miles. The capital will be increased by \$150,000.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding.....	250	\$25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bond and mortgage	July 1, 1907	p.c. 6	Jan. and July	\$20,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
* Road built by contract.....		\$30,000 00
EQUIPMENT.		
Motor cars, fixtures and dynamos.....		15,000 00
Grand total cost of road and equipment.....		\$45,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$5,086 32
Less operating expenses (excluding all taxes)	4,300 95
Gross income from all sources	\$1,305 37
<i>Deductions from income, as follows, viz. :</i>	
Taxes on earnings and capital stock	\$28 43
Interest on funded debt due and accrued.....	1,200 00
	1,228 43
Surplus for year ending June 30, 1892	\$76 94

General Income Account.

Surplus for year ending June 30, 1892.....	\$76 94
Deficit up to June 30, 1891.....	1,435 89
Total deficit June 30, 1892	\$1,358 95

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$5,086 32
†Total operating expenses.....	
	\$4,300 95

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$30,000 00
Cost of equipment.....	15,000 00
Profit and loss (deficiency).....	1,358 95
	\$46,358 95
LIABILITIES.	
Capital stock	\$25,000 00
Funded debt.....	20,000 00
<i>Current liabilities, as follows, viz. :</i>	
Interest due and accrued.....	1,358 95
	\$46,358 95

* The present owners have no knowledge of the correctness of the above, as it is copied from previous reports.
† When the present owners obtained control there appeared no itemized accounts such as are asked for by the form of report in use, and it would be difficult for us to separate the items and place them against their proper accounts.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Lehigh Valley depot to Ithaca hotel.....		1
Weight of rail per yard		80 lbs.
Gauge of track		4 ft. 8½ in.
Number of motor cars.....		8
Schedule time making trip one way.....		10 minutes.
Cars are run		Every 10 min.
Rate of fare per passenger	5 cents and 4 1-6 cents.	
Average number of employees (including officials) during year.....		6

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	9	\$1 50 and 1 75

Officers of the Company.

Name.	Title.	Official Address.
HORACE E. HAND.....	President.....	Scranton, Pa.
H. BERGHOLTZ.....	Sec., Treas. and Superintendent.	Ithaca, N. Y.

Directors of the Company.

Name.	Residence.
HORACE E. HAND	Scranton, Pa.
A. C. ROBERTSON.....	Wilkesbarre, Pa.
D. F. VAN VLEET	Ithaca, N. Y.
JOHN R. HALSEY, Jr.....	New York city.
CHARLES W. HAND	New York city.
D. A. CARPENTER	New York city.
H. BERGHOLTZ.....	Scranton, Pa.

Title of company, Ithaca Street Railway Company.

General offices at Ithaca, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address H. Bergholtz, Secretary.

JAMAICA AND BROOKLYN.

(Date of charter, May 22, 1880.)

The Jamaica and Brooklyn Road Company is a consolidation of the Jamaica, Woodhaven and Brooklyn Railway Company and the Jamaica and Brooklyn Plankroad Company, under act of April 9, 1879, chapter 156, Laws of 1879, of the State of New York. The certificate of such consolidation was filed in the office of the Secretary of State on the 22d day of March, 1880.

Under date of September 4, 1889, the Jamaica and Brooklyn Road Company acquired all the property formerly owned by the Long Island Electric Company, and also the lease under which the Long Island Electric Company, or parties on its behalf, had theretofore operated the line of railway of the Jamaica and Brooklyn Road Company, so that said line of railway and all rights relating thereto became the property of the Jamaica and Brooklyn Road Company.

Prior to October 31, 1889, the capital stock had consisted of two classes, viz.: 5,000 shares common stock at twenty dollars per share; 4,874 shares preferred stock at twenty dollars per share.

The preferred had represented specially the earnings of the plankroad, and the common had represented specially the revenues from the railway.

Under date of October 31, 1889, and in pursuance of action taken that day by the board of directors and approved by every stockholder of the company and in accordance with the statutes made and provided, the board declared by a vote of more than two-thirds of their number, that it was for the interest of the corporation to exchange such preferred stock for common stock, and ordered that in compliance with the request of the preferred stockholders all certificates should thereafter be consolidated into one class of stock, which should be the only stock of the corporation, and this has been carried out.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	9,874	\$197,490

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	Jan., 1990	p.c. 5	Jan. & July	\$41,500	*

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1902.	Total cost of road and equipment up to June 30, 1902.
Electric appliances pertaining to road and superstructures.....	\$4,482 88	.....
Buildings and fixtures	825 52	.....
Legal expenses and loss on bonds charged to construction	7,000 00	.....
Total cost of road as reported to June 30, 1891 .....	.....	\$567,144 12
Less insurance collected on toll house burned.....	\$11,808 40 897 50	.....
Total cost of road.....	\$11,410 90	\$578,535 02

EQUIPMENT.

Cars, other than motor cars	\$2,795 00	.....
Total cost of equipment as reported June 30, 1891.....	.....	\$27,246 58
Total cost of equipment.....	\$2,795 00	\$30,041 58
Grand total cost of road and equipment.....	\$14,205 90	\$608,576 60

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New dynamos	\$3,500 00
New electric appliances.....	962 52
New machinery	270 00
New addition to building.....	55 52
New cars	2,795 00
Legal expenses.....	2,000 00
Discount on bonds sold in previous fiscal year and then accidentally omitted....	5,000 00
Total charged to construction.....	\$14,003 04
Less credit to construction of amount of insurance collected on toll house burned	397 12
Balance.....	\$14,205 90

* Issued partly for property of the Long Island Electric Company and to pay off certain liabilities thereon and partly for cash.

JAMAICA AND BROOKLYN.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$68,777 68
Less operating expenses (excluding all taxes)		47,909 64
Net earnings from operation.....		\$20,868 04
<i>Income from other sources, as follows, viz. :</i>		
Sale of old material	\$81 00	
Rents	662 50	
		743 50
Gross income from all sources.....		\$21,611 54
<i>Deductions from income, as follows, viz. :</i>		
Taxes on property used in operation of road.....	\$463 19	
Taxes on earnings and capital stock	260 20	
Taxes other than above	66 63	
Interest on funded debt due and accrued	20,750 00	
		21,540 02
Surplus for year ending June 30, 1892.....		\$71 52

General Income Account.

Surplus for year ending June 30, 1892.....		\$71 52
Deficit up to June 30, 1891	\$7,496 32	
Add taxes for previous year paid during the present fiscal year....	959 05	
		8,455 37
Total deficit June 30, 1892.....		\$8,383 85

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$56,094 87
Tolls	12,682 81
Total gross earnings.....	\$68,777 68

OPERATING EXPENSES.

Repairs of roadbed, track, buildings and fixtures.	\$5,820 52
Repairs and renewals of cars, motors and other vehicles.....	10,446 30
Salaries of general officers and clerks and general expenses.....	5,714 07
Wages of conductors and motor men	12,146 41
Wages of engineer, firemen and other employes at power house.....	1,556 08
Wages of watchmen, starters, switchmen, roadmen, etc.....	1,855 47
Light and fuel other than at power house, and fuel, light and other supplies used at power house.....	7,447 51
*Damages to persons and property.....	600 00
Legal expenses.....	102 00
Advertising, printing and stationery	406 29
Insurance.....	1,113 60
Removal of snow and ice.....	331 90
Contingencies	369 49
Total operating expenses.....	\$47,909 64

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$608,596 90
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	\$784 68
Special deposit to pay coupons.....	10,875 00
	11,159 68
Open accounts.....	465 18
Supplies on hand	8,638 00
Profit and loss (deficiency).....	8,383 85
	\$622,243 61

* Five hundred dollars belongs to previous year, but settled and charged to this fiscal year.

LIABILITIES.

Capital stock.....	\$197,480 00
Funded debt.....	415,000 00
<i>Current liabilities, as follows, viz. :</i>	
Interest due and accrued.....	\$10,875 00
Bills payable	7,500 00
Sundries, pay-rolls and vouchers.....	1,838 61
	<u>\$632,243 61</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Jamaica to Brooklyn	6.4
Second track on main line and branches.....	6.4
Total length of all tracks and sidings owned.....	<u>12.8</u>
Weight of rail per yard	57 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, not motors	5
Horses and mules	3
Number of motor cars.....	18
Schedule time making trip one way.....	40 minutes
Cars are run	Every 15 minutes, week days; Sundays, every 5 minutes.
Rate of fare per passenger	5 and 10 cents; half fare, 8 and 5 cents.
Number of passengers carried in cars during year.....	838,137
Average number of employes (including officials) during year.....	42

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers.....	12	2 00
Starters	12	1 50
Watchman.....	12	1 75
Switchman	12	1 50
Roadmen	10	\$1 50 and 1 75
Engineer.....	12	2 55
Firemen	12	1 75
Electrician.....	10	3 00
Motormen.....	12	2 00
Machinist	12	2 15

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SPENCER.....	President.....	23 Wall street, New York city.
JOHN G. WRIGHT.....	Vice-President	Yonkers, N. Y.
W. S. TOWNSEND.....	Secretary	23 Wall street, New York city.
H. E. WORCESTER	Treasurer	23 Wall street, New York city.
WM. M. SCOTT.....	Superintendent	Jamaica, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SPENCER.....	New York city.
C. H. COSTER.....	New York city.
W. B. HORN.....	New York city.
W. S. TOWNSEND	New York city.
E. M. ROBINSON	New York city.
W. S. KERNEYS.....	New York city.
E. P. BROMLEY	New York city.
J. S. DAVIS.....	New York city.
I. W. JOYCE.....	New York city.

Title of company, Jamaica and Brooklyn Road Company.
General offices at Jamaica, L. I., N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in March.
For information concerning this report, address W. S. Townsend, Secretary.

JAMESTOWN.

(Date of charter, October 18, 1883.)

The Jamestown Street Railway Company was incorporated on the 18th day of October, 1883, by the filing of articles of association in the office of the Secretary of State at Albany, N. Y., and thereafter and on the 19th day of October, 1883, the company was organized by the election of the following officers: John T. Wilson, president; Charles L. Jaffords, vice-president; John Langford, treasurer; C. R. Lockwood, secretary.

The company was organized under the General Railroad Law of the State of New York, consents and permissions from highway authorities obtained as soon as possible, and work was commenced in the fore part of the year 1884.

Commenced running June 20, 1884.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	5,000	\$250,000	.....
Issued for actual cash and now outstanding.....	2,000	100,000	\$24,950

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	July 1, 1891	p.c. 6	Jan. & July	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure		\$1,284 04	\$29,545 18
Electric appliances pertaining to road and superstructure.....		121 92	121 92
Real estate.....		.....	8,000 00
Buildings and fixtures, exclusively used for electric purposes...		97 60	97 60
All other buildings and fixtures .....		.....	8,891 56
Interest and discount charged to construction .....		.....	1,221 64
Total cost of road.....		\$1,453 56	\$37,877 90
EQUIPMENT.			
Horses .....		.....	\$5,222 75
Harness.....		.....	617 63
Cars, other than motor cars.....		\$14 22	8,586 15
Wagons, trucks, snow-plows, sleighs.....		25 00	316 19
Total cost of equipment.....		\$39 22	\$14,692 72
Grand total cost of road and equipment		\$1,492 78	\$52,070 62

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to road, etc.....	\$1,234 04
Additions to line	121 92
Additions to buildings	97 00
Additions to cars, etc	14 22
Wagons, etc	25 00
Total.....	<u>\$1,492 78</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$52,677 84
Less operating expenses (excluding all taxes)	51,251 52
Net earnings from operation	<u>\$1,426 32</u>

Income from other sources, as follows, viz.:

Fertilizers	\$25 50
Rent	268 92
Baggage	67 88
Express.....	143 02
Advertising	150 00
Electric light	12 88
	<u>662 00</u>
Gross income from all sources.....	<u>\$2,088 32</u>

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$904 79
Taxes on earnings and capital stock	117 91
Interest on funded debt due and accrued	1,500 00
	<u>2,522 70</u>
Deficit for year ending June 30, 1892.....	<u>\$433 78</u>

General Income Account.

Deficit for year ending June 30, 1892.....	\$433 78
Surplus up to June 30, 1891	1,749 39
	<u>\$1,315 61</u>
Deduct loss on horses.....	18 67
Total surplus June 30, 1892	<u>\$1,297 54</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$52,677 84</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	\$2,301 17
Repairs of buildings and fixtures, exclusively used for mechanical power.....	233 05
Repairs of motor cars and fixtures	1,825 39
Repairs of harness and stable equipment.....	261 00
Horseshoeing.....	159 81
Provender (including expense of grinding)	1,037 64
Salaries of general officers and clerks.....	1,022 50
Wages of conductors and motor men on cars propelled by mechanical traction..	21,418 30
Wages of engineer, firemen and all others employed at power house.....	3,474 74
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	6,032 02
Light and fuel, other than at power house.....	437 13
Fuel, light and other supplies used at power house.....	6,752 12
Water tax	32 65
Damages to persons and property	1,239 94
Legal expenses.....	190 05
Advertising, printing and office expenses.....	508 11
Insurance.....	1,088 2
Removal of snow and ice.....	1,024 8
Contingencies	439 8
Total operating expenses.....	<u>\$51,251 52</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$37,377 2
Cost of equipment.....	14,002 1
Other permanent investments.....	149 1

JAMESTOWN.

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Current assets, as follows, viz.:

Cash on hand.....	\$15 00	
Bills receivable.....	43 00	
*Open accounts	86,672 71	
Supplies on hand.....	8,563 01	
		\$90,293 72
Unsubscribed stock		150,000 00
		<u>\$292,518 88</u>

LIABILITIES.

Capital stock	\$250,000 00
Funded debt.....	25,000 00

Current liabilities, as follows, viz.:

Bills payable	\$8,000 00	
Open accounts.....	8,216 84	
		16,216 84
Profit and loss (surplus)		1,297 54
		<u>\$292,518 88</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Lakewood to Falconer.....	8.239
Single track, branch, from Sherman house to Windsor and Second street.....	1.349
Single track, branch, from corner Main and Third streets to Third and Pendergast	2.201
Single track, branch, from corner Main and Second streets to M. E. church.....	.319
Single track, branch, from boat landing to fair grounds.....	.390
Total length of single track on main line and branches.....	12.498
Second track on main line and branches	1.135
Sidings on main line and branches.....	.646
Total length of all tracks and sidings owned.....	<u>14.279</u>

Weight of rail per yard.....	30 and 45 lbs.
Gauge of track.....	4 ft. 8 $\frac{1}{2}$ ins.
Number of box cars, not motors.....	5
Open cars, not motors.....	8
Number of motor cars.....	22
Schedule time making trip one way.....	24, 33 and 35 mins.
Cars are run, average	Every 10 mins.
Rate of fare per passenger:	
Tickets.....	4 cents.
Regular	5 cents.
Number of passengers carried in cars during the year	1,170,618
Average number of employes (including officials) during the year.....	65

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

	Annual salary.
General officers.....	\$1,200 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	11	\$1 65
Drivers.....	11	1 65
Starters	12	1 66
Watchmen	12	1 88
Roadmen.....	10	1 50
Hostlers.....	10	1 25

* Of this amount \$75,050 is for capital stock not assessed.

ACCIDENT.		Killed.
Employee.....		1

Officers of the Company.

Name.	Title.	Official Address.
A. N. BROADHEAD.....	President.....	Jamestown, N. Y.
W. S. CAMERON	Secretary.....	Jamestown, N. Y.
F. E. GIFFORD	Treasurer	Jamestown, N. Y.
GEORGE E. MALTBY.....	Superintendent	Jamestown, N. Y.

Directors of the Company.

Name.	Residence.
A. N. BROADHEAD.....	Jamestown, N. Y.
L. B. WARNER	Jamestown, N. Y.
F. E. GIFFORD	Jamestown, N. Y.
S. B. BROADHEAD	Jamestown, N. Y.
O. E. JONES	Jamestown, N. Y.
R. N. MARVIN	Jamestown, N. Y.
W. S. CAMERON	Jamestown, N. Y.

Title of company, Jamestown Street Railway Company.
General offices at Jamestown, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in October.
For information concerning this report, address George E. Maltby, Superintendent.

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

(Date of charter, November 12, 1873.)

Capital Stock and Funded Debt.
CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	500	\$50,000
Issued for actual cash	400	\$40,000
Issued for stock dividends.....	100	10,000
Total now outstanding.....	500	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bonds.....	1899	p.c. 5	January 1.....	\$1,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$3,153 72	\$42,431 09
Right of way .....	.....	681 50
Real estate.....	.....	3,839 77
Interest and discount charged to construction	102 50	782 23
Total cost of road	\$3,256 22	\$47,684 59
EQUIPMENT.		
Horses .....	.....	\$2,852 34
Harness.....	.....	227 28
Cars, .....	.....	2,746 00
Wagons, trucks, snow-plows, sleighs.....	\$240 00	640 00
Total cost of equipment.....	\$240 00	\$5,965 62
Grand total cost of road and equipment	\$3,496 22	\$53,650 21

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$15,420 11
Less operating expenses (excluding all taxes).....	11,567 08
Net earnings from operation.....	\$3,853 03
Miscellaneous	98 00
Gross income from all sources	\$3,951 03
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$429 05
Taxes on earnings and capital stock.....	115 78
Interest on funded debt due and accrued	50 00
	594 83
Net income from all sources.....	\$3,356 20
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on capital stock.....	1,500 00
Surplus for year ending June 30, 1892.....	\$1,856 20

General Income Account.

Surplus for year ending June 30, 1892	\$1,856 20
Surplus up to June 30, 1891.....	114 85
Total surplus June 30, 1892	\$1,971 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$14,763 11
Packages	626 50
Advertising.....	30 50
Total gross earnings.....	\$15,420 11
OPERATING EXPENSES	
Repairs of roadbed and track	\$1,609 66
Repairs of buildings and fixtures	542 94
Repairs of cars and other vehicles.....	833 98
Repairs of harness and stable equipment.....	147 75
Horseshoeing.....	317 90
Renewals of horses and mules	75 00
Provender (including expense of grinding)	2,847 99
Salaries of general officers and clerks.....	908 67
Wages of conductors and drivers	2,016 95
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,182 55
Light and fuel.....	65 48
Water tax	40 00

Legal expenses.....	\$433 05
Advertising, printing and office expenses.....	50 50
Insurance	91 43
Removal of snow and ice.....	124 10
Contingencies	146 54
Horse hire, veterinary, ticket and rent account.....	634 50
Total operating expenses.....	<u>\$11,567 08</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$47,684 59
Cost of equipment.....	5,965 02
Current assets, as follows, viz.:	
Cash on hand.....	4,250 84
Open accounts	30 00
	<u>\$57,971 05</u>
LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	1,000 00
Current liabilities, as follows, viz.:	
Bills payable.....	5,000 00
Profit and loss (surplus)	1,971 05
	<u>\$57,971 05</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Johnstown to Gloversville.....	4.08
Single track, branch.....	.0836
Total length of single track on main line and branches.....	<u>4.1136</u>
Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of box cars.....	5
Open cars	3
Horses and mules	21
Schedule time making trip one way	40 minutes.
Cars are run.....	Hourly.
Rate of fare per passenger.....	5 and 10 cents.
Number of passengers carried during year, estimated.....	175,302

Salaries, Wages, Etc., of Officers and Employees.

	Annual salary.
Manager	\$900 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13	\$1 43
Drivers.....	13	1
Roadmen	10	1
Hostlers.....	13	1
Stable boss.....	13	1

Officers of the Company.

Name.	Title.	Official Address.
W. S. NORTHRUP	President.....	Johnstown, N. Y.
L. CATEN.....	Secretary and Superintendent	Gloversville, N. Y.
H. W. POTTER.....	Treasurer	Johnstown, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JAMES YOUNGLOVE	Johnstown, N. Y.
H. W. POTTER	Johnstown, N. Y.
W. S. NORTHRUP	Johnstown, N. Y.
LEWIS VEGHTE	Johnstown, N. Y.
DAVID A. WELLS	Johnstown, N. Y.
MARTIN KENNEDY	Johnstown, N. Y.
JONATHAN RICKETTS	Johnstown, N. Y.
L. CATEN	Gloversville, N. Y.
JOHN McNAB	Gloversville, N. Y.
C. W. JUDSON	Gloversville, N. Y.
W. J. HEACOCK	Gloversville, N. Y.
WILLIAM LITTAUR	New York city.
F. BURTON	Gloversville, N. Y.

Title of company, Johnstown, Gloversville and Kingsboro Horse Railroad Company.

General offices at Gloversville, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in January.

For information concerning this report, address L. Caten, Secretary.

KINGSTON CITY.

(Date of charter, June 5, 1879.)

The Kingston and Rondout Railroad Company was organized on the 31st day of January, 1865, under the General Railroad Law of the State of New York, and its amendments. The said railroad, its property and franchises, were sold under mortgage foreclosure on the 18th day of May, 1879, to Thomas Cornell, who subsequently conveyed the property so purchased as aforesaid to the Kingston City Railroad Company, which was organized under said railroad law and its amendments on the 5th day of June, 1879.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	Number of shares.	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter	500	\$50,000	.....
Issued for actual cash	39	\$3,900	\$3,900
Issued on account of construction	461	46,100	46,100
Total now outstanding	500	\$50,000	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	June 12, 1909	p.c. 7	Jan. & July	\$15,000	\$15,000
Debenture bonds	June 1, 1900	5	June & Dec.	10,000	10,000
Bond and mortgage	On demand.	6	Quarterly.	6,000	6,000
Total .....	.....	.....	.....	\$31,000	\$31,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.		Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails .....	.....		\$68,507 48
Real estate.....	.....		10,739 91
All other buildings and fixtures .....	.....		607 72
Total cost of road .....	.....		\$79,855 11
EQUIPMENT.			
Horses	\$240 00		\$4,740 00
Harness .....	.....		326 87
Cars.....	.....		4,000 00
Furniture and fixtures.....	.....		439 94
Wagons, trucks, snow-plows and sleighs .....	.....		50 00
Total cost of equipment	\$240 00		\$9,556 81
Grand total cost of road and equipment.....	\$240 00		\$89,411 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Number of horses increased from 40 to 42.....	\$240 00
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.		\$31,806 01
Less operating expenses (excluding all taxes).....		22,767 71
Gross earnings from all sources.....		\$9,038 30
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$571 26	
Taxes on earning- and capital stock ..	274 98	
Taxes other than above	29 66	
Interest on funded debt due and accrued	1,910 00	
		2,785 90
Net income from all sources.....		\$6,252 40
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 10 per cent on capital stock.....		5,000 00
Surplus for year ending June 30, 1892.....		\$1,252 40

General Income Account.

Surplus for year ending June 30, 1892	\$1,252 40
Surplus up to June 30, 1891	14,061 61
Total surplus June 30, 1892.....	\$15,304 21

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$30,977 12
Mails	828 89
Total gross earnings.....	\$31,806

OPERATING EXPENSES.

Repairs of roadbed and track	\$135
Repairs of buildings and fixtures	246
Repairs of cars and other vehicles.....	709
Repairs of harness and stable equipment.....	252
Horseshoeing	928
Renewals of horses and mules	1,185
Provender (including expense of grinding).....	5,777

KINGSTON CITY.

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Salaries of general officers and clerks.....	\$1,770 18
Wages of conductors and drivers	4,971 58
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	4,817 89
Light and fuel.....	859 18
Water tax.....	80 00
Damages to persons and property	198 80
Legal expenses	15 00
Advertising, printing and other expenses.....	385 68
Insurance	140 00
Removal of snow and ice.....	118 66
Contingencies.....	600 25
Total operating expenses.....	\$22,767 71

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$79,855 11
Cost of equipment.....		9,556 81
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$8,284 13	
Open accounts	600 82	
Supplies on hand.....	66 00	
		8,950 45
		\$98,862 87
LIABILITIES.		
Capital stock		\$50,000 00
Funded debt.....		31,000 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....		2,058 16
Profit and loss (surplus).....		15,304 81
		\$98,862 87

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Rondout to Kingston, N. Y		2.777
Sidings on main line and branches.....		.2
Total length of all tracks and sidings owned.....		2.977
Weight of rail per yard		40 lbs.
Gauge of track		4 ft. 8½ in.
Number of box cars.....		8
Horses and mules		42
Schedule time making trip one way.....		30 minutes.
Cars are run {	6 A. M. to 10 A. M.....	Every 20 minutes.
	10 A. M. to 8 P. M.....	Every 10 minutes.
	8 P. M. to 10 P. M.....	Every 20 minutes.
Rate of fare per passenger	10 cents; way fare 5 cents.	
Number of passengers carried in cars during year (estimated).....		489,320
Average number of employees (including officials) during the year		23

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$1,770 18

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Drivers.....	10½	\$1 60
Watchmen	10	1 43
Car cleaner	10	1 43
Roadmen	10	1 85
Hostlers.....	12	1 34
Blacksmith	10	2 00

REPORT OF THE RAILROAD COMMISSIONERS.

ACCIDENTS.

	Injured.	Killed.	Total
Passengers	1	.....	1
Others, not employes.....	.....	1	1
Total	1	1	2

Officers of the Company.

Name.	Title.	Official Address.
JAMES G. LINDSLEY.....	President.....	Rondout, N. Y.
P. E. SCHOONMAKER	Secretary and Treasurer.....	Rondout, N. Y.
E. S. HEWITT.....	Acting Superintendent.....	Rondout, N. Y.

Directors of the Company.

Name.	Residence.
J. G. LINDSLEY.....	Rondout, N. Y.
S. D. COYKENDALL.....	Rondout, N. Y.
GEO. COYKENDALL	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
EDWIN SHERER.....	Rondout, N. Y.
M. J. MADDEN	Rondout, N. Y.
A. A. CROSBY.....	Rondout, N. Y.
MYRON TELLER	Kingston, N. Y.

Title of company, Kingston City Railroad Company.
 General offices at Rondout, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Wednesday in October.
 For information concerning this report, address S. D. Coykendall, Vice-President.

LANSINGBURGH AND COHOES.

LESSOR

LESSEE — TROY AND LANSINGBURGH.

(Date of charter, March 8, 1880.)

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash, on account of construction and now outstanding	300	\$15,000

Cost of Road.

Total cost of road up to June 30, 1892 \$15,000 00

Income Account for Year Ending June 30, 1892.

Net income from all sources, as follows, viz.:

Rent of railroad..... 1,050 00

Payments from net income, as follows, viz.:

Is declared, 7 per cent on capital stock..... 1,050 00

LANGINGBURGH AND COHOES.

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General Balance Sheet June 30, 1899.

ASSETS.

Cost of road..... \$15,000 00

LIABILITIES.

Capital stock..... 15,000 00

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM KEMP.....	Vice-President	Troy, N. Y.
J. J. HAGEN.....	Secretary and Treasurer.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM KEMP.....	Troy, N. Y.
OTIS G. CLARK	Troy, N. Y.
CHARLES CLEMENSHAW	Troy, N. Y.
ALG. A. PREBLE	Lansingburgh, N. Y.
E. VAN SCHOONHOVEN.....	Lansingburgh, N. Y.
C. H. DAUCHY.....	Lansingburgh, N. Y.
GEORGE CAMPBELL.....	Cohoes, N. Y.

Title of company, The Lansingburgh and Cohoes Railroad Company.
 General offices at Troy, N. Y.
 Date of close of fiscal year, June 30.
 For information concerning this report, address J. J. Hagen, Treasurer.

LARCHMONT.

(Date of charter, February 7, 1884.)

Organized under the laws of the State of New York, chapter 252, Laws of 1884.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding
Authorized by law or charter, issued for actual cash and now outstanding	250	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.

	Total cost up to June 30, 1892
Roadbed, superstructure and rails.....	\$10,500 00
Real estate.....	4,000 00
Buildings and fixtures.....	5,500 00
Total cost of road.....	\$20,000 00

EQUIPMENT.

Horses.....	\$1,500 00
Harnes.....	125 00
Cars.....	3,000 00
Wagons, trucks, snow-plows, sleighs.....	175 00
Total cost of equipment.....	\$5,000 00
Grand total cost of road and equipment.....	\$25,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,209 75
Less operating expenses (excluding all taxes).....	3,021 81
Gross income from all sources.....	\$187 94
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$24 24
Taxes on earnings and capital stock.....	62 18
	86 42
Surplus for year ending June 30, 1892.....	\$101 52

General Income Account.

Surplus for year ending June 30, 1892	\$101 52
Surplus up to June 30, 1891.....	734 80
Total surplus June 30, 1892.....	\$836 32

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$3,179 75
Advertising	30 00
Total gross earnings.....	\$3,209 75

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$120 00
Repairs of cars and other vehicles.....	29 06
Repairs of harness and stable equipment.....	69 73
Horseshoeing.....	192 00
Renewals of horses and mules	263 00
Provender (including expense of grinding).....	1,080 00
Salaries of general officers and clerks.....	270 00
Wages of conductors and drivers	990 00
Light and fuel.....	18 00
Insurance	10 00
Total operating expenses.....	\$3,021 81

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$20,000 00
Cost of equipment.....	5,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	66 82
Supplies on hand.....	750 00
	\$25,836 82

LIABILITIES.

Capital stock	\$25,000 00
Profit and loss (surplus).....	836 82
	\$25,836 82

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

Single track, main line, from New York and New Haven depot to Larchmont...	1.5 miles
Weight of rail per yard	25 to 38 lbs
Gauge of track.....	4 ft. 8½ in
Number of box cars	
Horses.....	
Schedule time making trip one way	15 min
Cars are run	Every 30 mins. from 7 A. M. to 7.30 P.
Rate of fare per passenger.....	5 c
Number of passengers carried in cars during year.....	68,1
Average number of employees (including officials) during year.....	

LARCHMONT.

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Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 25
Drivers	10	1 75
Roadmen	10	1 50

Officers of the Company.

Name.	Title.	Official Address.
CHARLES H. MURRAY.....	President	Larchmont, N. Y.
W. H. CAMPBELL.....	Secretary, Treasurer and Superintendent.	Larchmont, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES H. MURRAY.....	Larchmont, N. Y.
WM. MURRAY.....	Larchmont, N. Y.
W. H. CAMPBELL.....	Larchmont, N. Y.
F. W. FLINT.....	Larchmont, N. Y.
JULIA W. SOUTHWORTH.....	Larchmont, N. Y.
EDWARD E. FLINT.....	Chicago, Ill.
THOMAS H. FRENCH	New York city.

Title of company, Larchmont Horse Railway Company.

General offices at Larchmont, N. Y.

Date of close of fiscal year, second Tuesday in January.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address W. H. Campbell, Secretary.

LOCKPORT.

Road not operated during the year. Letter on file with Board of Railroad Commissioners, giving facts relative to cessation of operation.

LONG ISLAND CITY AND NEWTOWN.

(Date of charter, May, 1883.)

Organized under the General Railroad Law May, 1883. Combined, merged and consolidated with the Long Island City and Maspeth Railroad Company and the Long Island City and Calvary Cemetery Railroad Company on the 23d day of June, 1883.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	3,000	\$150,000
Issued for actual cash	2,000	\$100,000
Issued on account of construction.....	1,000	50,000
Total now outstanding.....	3,000	\$150 000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Construction and redemption of bonds of Calvary Cemetery railroad	1906	p. c.	Semi-annually..	\$100,000
Extension of present road	1905	5	Semi-annually..	100,000
Purchase of power house bond and mortgage..	.....	.....	Semi-annually..	100,000
Total .....	.....	.....	.....	\$300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric or cable appliances pertaining to road and superstructure	\$543 25	\$157,911 98
Electric or cable appliances and road construction pertaining to road and superstructure	125 00	20,789 98
Real estate.....	100,000 00	100,000 00
Total cost of road.....	\$100,668 25	\$278,701 96
EQUIPMENT.		
Horses .....	.....	\$800 00
Harness.....	.....	224 00
Motor cars and fixtures	\$687 28	2,075 28
Wagons, trucks, snow-plows, sleighs	40 00	205 00
Total cost of equipment	\$727 28	\$3,304 28
Grand total cost of road and equipment.....	\$101,395 48	\$282,006 24

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$22,920 28
Less operating expenses (excluding all taxes).....	22,326 14
Net earnings from operation	\$1,604 28
Income from other sources, as follows, viz.:	
Rent from real estate.....	\$780 00
Rent from power furnished	2,066 30
	2,846 30
Gross income from all sources	\$4,450 58
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$523 77
Taxes on earnings and capital stock	92 39
Interest on funded debt due and accrued	13,500 00
Rentals	600 00
	14,716 16
Deficit for year ending June 30, 1892	\$10,265 74

General Income Account.

Deficit for year ending June 30, 1892	\$10,265 74
Deficit up to June 30, 1891	106,824 26
Total deficit June 30, 1892	\$117,090 00

LONG ISLAND CITY AND NEWTOWN.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$23,980 86
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OPERATING EXPENSES.

Repairs of buildings and fixtures	\$588 21
Repairs and renewal of cars, motors and other vehicles.....	1,073 32
Salaries of general officers and clerks.....	1,320 00
Wages of conductors and motor men	8,280 00
Wages of engineer, firemen and other employes at power house.....	8,840 00
Wages of watchmen, starters, switchmen, roadmen, etc	2,184 00
Light and fuel other than at power house.....	98 20
Fuel, light and other supplies used at power house	4,088 78
Water tax	220 88
Damages to persons and property	105 00
Advertising, printing and office expenses	868 80
Insurance	700 06
Total operating expenses.....	\$22,336 14

General Balance Sheet June 30, 1892.

Cost of road	\$278,701 86
Cost of equipment.....	8,676 23
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	\$3,382 81
Open accounts	780 00
Supplies on hand.....	2,865 00
Sundries	442 88
Profit and loss (deficiency).....	179,090 60
	\$468,439 32

LIABILITIES.

Capital stock	\$150,000 00
Funded debt.....	300,000 00
<i>Current liabilities as follows, viz. :</i>	
Interest on funded debt.....	4,500 00
Bills payable.....	8,806 08
Open accounts.....	385 62
Sundries, wages and supplies.....	4,747 62
	\$468,439 32

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Thirty-fourth Street ferry to Long Island City, to Lutheran cemetery, in town of Newtown.....	4.50
Second track on main line.....	2.25
Sidings on main line.....	.25
Total length of all tracks and sidings owned.....	7

Weight of rail per yard	60 and 45 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of cars, not motors	1
Open cars, not motors.....	11
Horses and mules	3
Number of motor cars	7
Schedule time making trip one way.....	40 minutes.
Cars are run.....	Every 10 min.
Rate of fare per passenger.....	5 and 10 cents.
Number of passengers carried in cars during year	849,702
Average number of employes (including officials) during year.....	35

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Annual salary.

Bookkeepers.....	\$800 00
Assistant bookkeeper.....	520 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Motormen.....	12	2 00
Watchmen	12	2 00
Switchman.....	10	\$1 50 and 1 75
Roadmen	10	1 50 and 1 75
Electrician.....	12	4 00
Carpenters.....	12	2 00
Linemen	12	2 50

Officers of the Company.

Name.	Title.	Official Address.
PATRICK J. GLEASON.....	President and Treasurer	Long Island City, N. Y.
THOMAS P. BURKE	Secretary	Long Island City, N. Y.

Title of company, Long Island City and Newtown Railroad Company.
General offices at 112 Front street, Long Island City, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address Patrick J. Gleason, President.

MAPLE AVENUE (Elmira).

LESSOR.
LESSEE — ELMIRA AND HORSEHEADS.
(Date of charter, May 16, 1887.)

No report filed for year ending June 30, 1892.
Operation of the road included in report of Elmira and Horseheads, ante.— R. R. Commissioners.

METROPOLITAN CROSSTOWN (New York City).

(Date of charter, March 22, 1869.)

This company was organized under and pursuant to an act passed May 6, 1884.
The certificate of incorporation was filed in the Secretary of States office on the 22d of March, 1889. The consent of the local authorities was given December 24, 1889. Approved by the mayor December 31, 1889.
The partial operation of the road commenced June 1, 1891.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	3,000	\$300,000

METROPOLITAN CROSSTOWN.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	April, 1920	p.c. 5	April & Oct.	\$800,000
Second mortgage bonds.....	May 1, 1901	....	May	800,000
Total .....	.....	....	.....	\$900,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$1,708 68	\$1,201,708 68
Buildings and fixtures	1,280 04	1,280 04
Total cost of road.....	\$2,988 72	\$1,202,988 72
EQUIPMENT.		
Horses .....	.....	\$32,100 00
Harness .....	.....	917 92
Cars.....	.....	34,875 05
Wagons, trucks, snow-plows, sleighs .....	.....	106 27
Total cost of equipment .....	.....	\$67,988 24
Grand total cost of road and equipment	\$2,988 72	\$1,270,986 96

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$159,539 44
Less operating expenses (excluding all taxes).....	107,057 45
Gross income from all sources	\$52,481 99
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$1,684 90
Taxes on earnings and capital stock	10,374 54
Taxes other than above	61 80
Interest on funded debt due and accrued.....	30,000 00
Rents	8,140 00
	45,261 24
Surplus for year ending June 30, 1892	\$7,220 75

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$159,539 44
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$3,351 07
Repairs of all other buildings and fixtures.....	293 69
Repairs of cars (not motors) and other vehicles.....	1,852 60
Repairs of harness and stable equipment.....	1,672 84
Horseshoeing.....	3,247 51
Renewals of horses and mules.....	1,084 00
Provender (including expense of grinding).....	23,343 00
Salaries of general officers and clerks.....	2,971 09
Wages of conductors and drivers	40,109 27
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	19,755 99
Light and fuel.....	595 14
Water tax.....	45 90

Damages to persons and property.....	\$863 80
Legal expenses.....	200 00
Advertising, printing and office expenses	361 41
Insurance.....	636 00
Removal of snow and ice.....	592 40
Contingencies.....	6,081 74
Total operating expenses.....	\$107,057 45

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$1,202,968 72
Cost of equipment	67,998 24
Current assets, as follows, viz. :	
Cash on hand.....	4,201 65
Open accounts.....	1,196 52
	\$1,276,365 13

LIABILITIES.

Capital stock	\$200,000 00
Funded debt.....	900,000 00
Current liabilities, as follows, viz. :	
Interest on funded debt due and accrued.....	20,000 00
Open accounts.....	20,698 86
Taxes accrued.....	8,470 52
Profit and loss (surplus).....	7,220 75
	\$1,276,365 13

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :	Miles.
Single track, main line, from Grand Street ferry, East river, to Fourteenth Street ferry, North river	3.50
Second track on main line and branches.....	3.50
Total length of all tracks and sidings owned.....	7.00

Weight of rail per yard	60 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Number of box cars.....	35
Horses.....	198
Schedule time making trip one way	43 minutes.
Cars are run	Every 3 and 6 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year.....	3,190,790
Average number of employes (including officials) during year.....	110

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Annual salary.

Superintendent, register clerk, receiver	\$2,971 09
--	------------

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$2 00
Drivers.....	10	2 40
Starters.....	10	2 40
Watchmen	10	1 75
Switchmen	10	1 75
Roadmen	10	\$1 75 and 2 40
Hostlers.....	10	1 10
Clerks.....	9	2 40
Horseshoers.....	9 1/2	3 60
Inspectors.....	10	2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	5	.....	5
Others, not employes	8	1	4
Total	8	1	9

Officers of the Company.

Name.	Title.	Official Address.
P. A. B. WIDENER.....	President.....	New York city.
DANIEL S. LAMONT.....	Vice-President.....	New York city.
CHARLES E. WARREN	Secretary.....	New York city.
THOMAS F. RYAN.....	Treasurer	New York city.

Directors of the Company.

Name.	Residence.
P. A. B. WIDENER	Philadelphia, Penn.
WM. L. ELKINS	Philadelphia, Penn.
HENRY THOMPSON.....	New York city.
THOMAS F. RYAN	New York city.
DANIEL S. LAMONT	New York city.
D. B. HASBROUCK.....	Brooklyn, N. Y.
CHARLES E. WARREN	Brooklyn, N. Y.

Title of company, Metropolitan Crosstown Railroad Company.

General offices at 761 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in March.

For information concerning this report, address Charles E. Warren, Secretary.

MOHAWK AND ILION.

(Date of charter, April 12, 1870.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	600	\$15,000	\$15,000

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$12,500 00
Real estate	2,000 00
Total cost of road	\$14,500 00

EQUIPMENT.	
Cars	3,300 00
Grand total cost of road and equipment	\$17,800 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$8,548 45
Less operating expenses (excluding all taxes).....	3,524 99
Net earnings from operation.....	\$3,023 46

<i>Income from other sources, as follows, viz. :</i>		
Bent	\$25 00	
Dividend, Remington's Sons.....	94 01	
		<u>\$119 01</u>
Gross income from all sources		\$3,142 47
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$222 36	
Taxes on earnings and capital stock	108 90	
		<u>331 26</u>
Net income from all sources.....		\$2,811 21
<i>Payments from net income, as follows, viz. :</i>		
Dividends declared, 16 per cent on capital stock		2,400 00
Surplus for year ending June 30, 1892		<u>\$411 21</u>

General Income Account.

Surplus for year ending June 30, 1892	\$411 21
*Surplus up to June 30, 1891.....	3,834 34
Total surplus June 30, 1892	<u>\$4,235 55</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$6,462 10
Express	71 30
Excursions	15 05
Total gross earnings	<u>\$6,548 45</u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$228 77
Repairs of cars and other vehicles.....	251 30
Salaries of general officers and clerks.....	300 00
Wages of conductors and drivers	726 00
Light and fuel.....	31 15
Water tax	9 35
Advertising, printing and office expenses.....	1 25
Insurance	16 50
Removal of snow and ice.....	70 14
Contingencies	8 25
Towing cars by contract	1,530 00
Total operating expenses	<u>\$3,531 96</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$12,500 00
Cost of equipment	3,300 00
<i>Other permanent investments, as follows, viz. :</i>	
Real estate	2,000 00
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	1,436 55
	<u>\$19,236 55</u>
LIABILITIES.	
Capital stock	\$15,000 00
Profit and loss (surplus).....	4,235 55
	<u>\$19,235 55</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	
Single track, main line, from Mohawk to Ilion.....	1.5

* Last year's report shows this \$4,416.55.

Mohawk and Ilion.

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Weight of rail per yard.....	30 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars.....	8
Open cars.....	1
Schedule time making trip one way.....	12 min.
Cars are run	Every hour from 6.10 A. M. to 9.15 P. M.
Rate of fare per passenger	5 cts., or 12 tickets for 50c.
Number of passengers carried in cars during year.....	186,288

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Secretary.....		\$150 00
Treasurer.....		150 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductor	15	\$2 00

Officers of the Company.

Name.	Title.	Official Address.
J. B. RAFTER.....	President.....	Mohawk, N. Y.
H. D. ALEXANDER.....	Secretary	Mohawk, N. Y.
R. M. DEVENDORF.....	Treasurer	Mohawk, N. Y.

Directors of the Company.

Name.	Residence.
J. B. RAFTER	Mohawk, N. Y.
C. W. CARPENTER.....	Ilion N. Y.
L. L. L'WELL	Mohawk, N. Y.
H. D. ALEXANDER.....	Mohawk, N. Y.
R. M. DEVENDORF	Mohawk, N. Y.
JACOB DEVENDORF	Mohawk, N. Y.
O. W. BRONSON	Mohawk, N. Y.

Title of company, Mohawk and Ilion Horse Railroad Company.
General offices at Mohawk, N. Y.
Date of close of fiscal year, May 31.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address J. B. Rafter, President.

MOUNT VERNON AND EAST CHESTER.

(Date of charter, November 14, 1887.)

Purchased by present company under statutes governing sale and purchase, and reorganization of railroad sold under foreclosure.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	600	\$60,000	.....
Issued for actual cash	200	\$20,000	\$20,000
Issued on account of construction	400	40,000	.....
Total now outstanding	600	\$60,000	\$20,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage.....	August, 1910	p.c. 6	Aug. and Feb.	\$75 00	\$50,000

Cost of Road and Equipment.

Road.

Total cost as last reported.....	\$85,000 00
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EQUIPMENT.

Horses	\$587 80
Wagons, trucks, snow-plows, sleighs.....	189 40
Total reported up to June 30, 1889.....	50,000 00
Total cost of equipment	50,777 20
Grand total cost of road and equipment	\$135,777 20

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$16,161 30
Less operating expenses (excluding all taxes)	14,185 55
Gross income from all sources.....	\$1,975 75
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	721 05
Surplus for year ending June 30, 1892	\$1,254 69

Analysis of Gross Earnings and Operating Expenses.

From passengers	\$16,161 30
-----------------------	-------------

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$571 55
Repairs of cars and other vehicles	292 25
Repairs of harness and stable equipment.....	135 35
Horseshoeing.....	327 32
Renewals of horses and mules	204 00
Provender (including expense of grinding).....	3,142 19
Salaries of general officers and clerks.....	1,325 00
Wages of conductors and motor men on cars propelled by mechanical traction, engineer, firemen and all others employed at power house, watchmen, starters, switchmen, roadmen, hostlers, etc	6,200 54
Light and fuel, other than at power house.....	75 45
Water tax	40 64
Legal expenses	331 25
Advertising, printing and office expenses	103 00
Insurance.....	120 62
Removal of snow and ice.....	6 10
Contingencies.....	24 17
Total operating expenses.....	\$14,185 55

Officers of the Company.

Name.	Title.	Official Address.
CHARLES STRAUSS.....	President	New York city.
W. H. MARTENS.....	Secretary	Mt. Vernon, N. Y.
DAVID O'BRIEN.....	Treasurer	New York city.
JAMES H. SMALL	Superintendent	Mt. Vernon, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES STRAUSS.....	New York city.
W. H. MARTENS.....	Mt. Vernon, N. Y.
DAVID O'BRIEN.....	New York city.
JAMES H. SMALL.....	Mt. Vernon, N. Y.
JOHN P. O'BRIEN.....	New York city.
ISAAC KAUFMAN.....	New York city.
JOHN J. WALSH.....	New York city.

Title of company, Mt. Vernon and East Chester Railway Company.

General offices at 237 Broadway, New York city.

Date of close of fiscal year, June 30.

For information concerning this report address Charles Strauss, President.

NEWBURGH.

(Date of charter, January 12, 1886.)

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter, issued for actual cash and now outstanding	400	\$40,000	\$40,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
*First mortgage bonds	Feb. 1, 1917	p.c. 6	Feb. 1, Aug. 1	\$100,000
†Second mortgage bonds.....	March 1, 1901	4	Mar. 1, Sept. 1	50,000

Cost of Road and Equipment.

Cost of road and equipment up to September 30, 1887; constructed and furnished under contract, and paid for by the issue of \$40,000 stock and \$40,000 first mortgage bonds	\$80,000 00
Cost of additional road and equipment up to September 30, 1888, including two miles of road and new stable, constructed and furnished under contract and paid for by issue of additional first mortgage bonds.....	60,000 00
Cost of additional road and equipment for year ending September 30, 1889, including fifty feet of track, twelve additional horses, payment of principal and interest of mortgage of \$10,000 on stable property which existed at time of purchase and payment of various items not provided for in contract, all paid for in cash.....	24,402 08
One horse purchased in year ending June 30, 1890	150 00
Two open cars purchased in year ending June 30, 1891.....	1,000 00
Total cost of road and equipment.....	\$165,552 08

* Issued for construction and equipment. † Issued for floating indebtedness of the company.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$24,476 82
Less operating expenses (excluding all taxes).....		23,679 27
		<hr/>
Gross income from all sources		\$797 55
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$880 45	
Interest on funded debt due and accrued	6,000 00	
Interest and discount.....	47 86	
	<hr/>	6,428 31
Deficit for year ending June 30, 1892		<hr/> <hr/> \$5,630 76

General Income Account.

Deficit for year ending June 30, 1892	\$5,630 76
Deficit up to June 30, 1891	27,984 57
	<hr/>
Total deficit June 30, 1892	<hr/> <hr/> \$33,615 33

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$24,186 30
Advertising.....	288 52
	<hr/>
Total gross earnings	<hr/> <hr/> \$24,476 82

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$464 57
Repairs of buildings and fixtures	63 74
Repairs of cars and other vehicles.....	884 83
Repairs of harness and stable equipment.	376 22
Horseshoeing	846 53
Renewals of horses and mules	314 58
Provender (including expense of grinding).....	7,758 19
Salaries of general officers and clerks.....	1,886 10
Wages of conductors and drivers.....	5,885 12
Wages of wat hmen, starters, switchmen, roadmen, hostlers, etc.....	3,781 60
Light and fuel.....	335 15
Water tax	117 00
Damages to persons and property	250 25
Advertising, printing and office expenses....	251 27
Insurance.....	401 55
Removal of snow and ice.....	114 70
	<hr/>
Total operating expenses.....	<hr/> <hr/> \$23,679 27

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$165,532 02
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$160 91
Supplies on hand	271 10
Sundries, taxes and assessments	141 34
Profit and loss (deficiency).....	83,615 33
	<hr/>
	<hr/> <hr/> \$199,640 76

LIABILITIES.

Capital stock.....	\$40,000 00
Funded debt.....	150,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt	5,500 00
Bills payable	75 00
Open accounts	3,500 00
	<hr/>
	<hr/> <hr/> \$199,275 00

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line		8.90
Single track, branch.....		.91
Total length of all tracks and sidings owned		4.81
Weight of rail per yard.....		30 lbs.
Gauge of track.....		4 ft. 8½ in.
Number of box cars.....		11
Open cars.....		2
Horses and mules		41
Schedule time making trip one way.....		35 minutes.
Cars are run.....		8¾ minutes.
Rate of fare per passenger.....		5 cents.
Number of passengers carried in cars during year.....		483,766
Average number of employes (including officials) during year.....		30

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
President, vice-president, secretary and treasurer and bookkeeper.....		\$400 00
Clerk		360 00
Superintendent.....		1,300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 50
Drivers.....	12	1 50
Watchmen	12	1 50
Hostlers	12	1 50
Blacksmith	12	1 87 5-7
Tow boys	12	75

ACCIDENTS.

	Injured.
Passengers	1
Others, not employes.....	1
Total	2

Officers of the Company.

Name.	Title.	Official Address.
M. H. HIRSHBERG.....	President	Newburgh, N. Y.
WM. MOORE	Secretary and Treasurer	New York city.
WM. P. RAYLAND.....	Superintendent.....	Newburgh, N. Y.

Directors of the Company.

Name.	Residence.
M. H. HIRSHBERG	Newburgh, N. Y.
JOHN C. ADAMS.....	Newburgh, N. Y.
ANTONIO RASINES.....	New York city.
CHAS. W. DAYTON.....	New York city.
JOHN S. MCWILLIAMS.....	New York city.
JOHN A. MASON.....	New York city.
WILLIAM MOORES.....	New York city.

Title of company, Newburgh Street Railway Company.

General offices at Newburgh, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address Wm. Moores, Secretary, 7 Broadway, New York city.

NEW ROCHELLE.

(Date of charter, September 12, 1890.)

The New Rochelle Railway and Transit Company is the reorganized company resulting from the sale under foreclosure of the former New Rochelle and Pelham Railway Company. The sale took place June 25, 1890, and the reorganization was under the act regulating that subject passed May 6, 1884. No report filed for year ending June 30, 1892. For last report made by company see Report of 1891, vol. II., p. 830.— *Railroad Commissioners.*

NEW YORK AND HARLEM.

(Date of charter, April 23, 1831.)

The New York and Harlem railroad extends from the post-office in New York city to Chatham, N. Y., a distance of 129.96 miles. April 1, 1873, the steam portion of the road was leased to the New York Central and Hudson River Railroad Company for 401 years, and that company will include in its report the characteristics and operations of the steam road. Under this lease the New York Central and Hudson River Railroad Company pay an 8 per cent dividend on stock, and also the interest on the funded debt, as the rent to be paid by the terms of said lease. The statements herein contained are those pertaining to the operation of the city road. Under head of "cost of road and equipment" the cost of the entire line is shown, consisting of its steam and city roads.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	20 ,000	\$10,000,000	\$10,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Consolidated mortgage	1900	p.c. 7	May & Nov.	\$12,000,000	\$12,000,000
Consolidated mortgage sinking fund.	1893	6	Feb. & Aug.	5,000	5,000
Total	\$12,005,000	\$12,005,000

NEW YORK AND HARLEM.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Buildings and fixtures.....	\$52,700 80	.....
Total cost of road.....	\$52,700 80	\$22,100,587 02
EQUIPMENT		
Horses.....	\$3,285 00	\$224,300 00
Locomotives.....	.....	814,000 00
Cars.....	.....	879,985 00
Harness, stable equipment.....	773 12	82,095 09
Total cost of equipment.....	\$4,058 12	\$1,500,380 09
Grand total cost of road and equipment.....	\$56,758 92	\$23,600,967 11

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to stables Eighty-sixth street and Madison avenue \$52,700 80

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$1,054,168 13
Less operating expenses (excluding all taxes).....	768,033 39
Net earnings from operation.....	\$286,114 74
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	\$275 00
Interest.....	49,622 59
Miscellaneous.....	409 11
Gross income from all sources.....	50,306 70
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$17,595 05
Taxes on earnings and capital stock.....	16,269 77
Net income from all sources.....	88,864 82
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 2½ per cent on capital stock.....	250,000 00
Surplus for year ending June 30, 1892.....	\$52,156 62

General Income Account.

Surplus for year ending June 30, 1892.....	\$52,156 62
Surplus up to June 30, 1891.....	2,746,557 16
Total surplus June 30, 1892.....	\$2,799,114 18

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$1,054,168 13
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$41,410 38
Repairs of buildings and fixtures	6,159 24
Repairs of cars and other vehicles.....	49,179 21
Repairs of harness and stable equipment	8,439 47
Horseshoeing	20,446 00
Renewals of horses.....	88,946 50
Provender (including expense of grinding).....	156,444 89
Salaries of general officers and clerks.....	24,315 16
Wages of conductors and drivers	238,918 87
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	125,140 74
Light and fuel	3,331 78
Water tax	4,226 40
Damages to persons and property.....	24,162 20
Legal expenses	9,638 44
Advertising, printing and office expenses.....	1,606 59
Insurance.....	9,179 38
Rents and use of other roads.....	410 00
Contingencies.....	1,097 63
Total operating expenses.....	\$768,053 39

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$22,100,587 08
Cost of equipment.....	1,500,380 00
Other permanent investments, as follows, viz.:	
Long Island Land Fertilizer Company	6,000 00
Current assets, as follows:	
Cash on hand	\$15,214 75
Bills receivable	737 89
Open accounts	1,155,352 58
Supplies on hand	79,614 81
	1,250,920 03
	\$24,857,887 14

LIABILITIES.

Capital stock	\$10,000,000 00
Funded debt	12,005,000 00
Current liabilities, as follows, viz.:	
Dividends and interest unpaid.....	\$2,028 76
Bills payable	41,474 20
Open accounts.....	10,270 00
	53,772 96
Profit and loss (surplus).....	2,799,114 18
	\$24,857,887 14

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from post-office to Mott Haven.....		7.5
Single track, branch, from Thirty-second street and fourth avenue to Thirty-fourth street ferry .....		.75
Single track, branch, from Madison avenue and Eighty-sixth street to Second avenue and Eighty-sixth street .....		.33
Total length of single track on main line and branches.....		8.58
Second track on main line and branches.....		8.58
Sidings on main line and branches .....		.59
Total length of all tracks and sidings owned.....		17.75
Weight of rail per yard.....	60 to 75 lb.	
Gauge of track.....	4 ft. 8 1/4 in.	
Number of box cars.....		1,000
Horses.....		1,000
Schedule time making trip one way.....	1 hr. 22 min.	
Cars are run	Every one to 20 min.	
Rate of fare per passenger.....	5 cts.	
Number of passengers carried in cars during year.....	21,000,000	
Average number of employees (including officials) during year.....		1,000

NEW YORK AND HARLEM.

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Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$2 00
Drivers.....	10	2 00
Starters.....	10	2 00
Watchmen.....	12	1 90
Switchmen.....	12	1 50
Roadmen.....	10	\$1 60 to 2 00
Hostlers.....	10 $\frac{1}{4}$	1 75
Blacksmiths.....	10	2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	2	.....	2
Employees.....	2	.....	2
Others.....	2	4	6
Total.....	6	4	10

Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT.....	President.....	New York city.
CHARLES C. CLARKE.....	Vice-President.....	New York city.
EDWARD V. W. ROSSITER.....	Secretary and Treasurer.....	New York city.
ALFRED SKITT.....	Superintendent.....	New York city.

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT.....	New York city.
WILLIAM VANDERBILT.....	New York city.
FREDERICK W VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.
CHARLES C. CLARKE.....	Sing Sing, N. Y.
JOHN B. DUTCHER.....	Pawling, N. Y.
JOHN E. BURRILL.....	New York city.
FRANCIS P. FREEMAN.....	New York city.
SAMUEL D. BABCOCK.....	New York city.
ALFRED VAN SANTVOORD.....	New York city.
ROBERT SCHELL.....	New York city.
W. H. ROBERTSON.....	Katonah, N. Y.

Title of company, New York and Harlem Railroad Company.

General offices at Grand Central Depot, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in May.

For information concerning this report, address E. V. W. Rossiter, Secretary and Treasurer.

NIAGARA FALLS AND SUSPENSION BRIDGE.

(Date of charter, October 20, 1882.)

The articles of association (in accordance with the provisions of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," being chapter 140 of the Laws of 1880, and acts amendatory thereof and supplementary thereto), dated September 26, 1882, were signed by thirty-nine (39) stockholders, representing 792 shares, at \$25 each. October 19, 1882, the first regular meeting of the stockholders was called, and the following directors were elected: Jacob F. Schoellkopf, Buffalo, N. Y.; George B. Mathews, Buffalo, N. Y.; Arthur Schoellkopf, Niagara Falls, N. Y.; Daniel J. Townsend, Niagara Falls, N. Y.; Benjamin Flagler, Suspension Bridge, N. Y.; James Vedder, Suspension Bridge, N. Y.; Eli S. Nichols, Suspension Bridge, N. Y.; Conrad Fink, Suspension Bridge, N. Y.; Alva Cluck, Niagara Falls, N. Y.; Charles B. Gaskill, Niagara Falls, N. Y.; Benjamin Rhodes, Niagara Falls, N. Y.; William F. Evans, Niagara Falls, N. Y.; Peter A. Porter, Niagara Falls, N. Y. October 20, 1882, an affidavit was made according to and by virtue of said articles of association, that \$1,000 for every mile, to wit: two and one-half miles proposed to be made, has been and is subscribed, and ten per cent paid to the directors.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	10,000	\$250,000 00	.....
Issued for actual cash	1,475 ¹ / ₂	\$36,887 50	\$36,887 50
Issued on account of construction	1,148 ¹ / ₂	28,712 50	.....
Total now outstanding.....	2,624	\$65,600 00	\$36,887 50

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding
		Rate.	When payable.	
First mortgage bonds	July 1, 1911	p c. 6	Jan. 1 & July 1	\$34,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		\$75,397 53	\$94,873 29
Real estate .....		.....	1,600 00
Buildings and fixtures.....		.....	6,072 10
Total cost of road.....		\$75,397 53	\$108,545 39
EQUIPMENT.			
Horses		\$1,235 00	\$7,045
Harness		5 50	56
Cars .....		.....	8,206
Wagons, trucks, snow-plows, sleighs		*25 00	334
Total cost of equipment		\$1,215 50	\$16,331
Grand total cost of road and equipment		\$76,613 03	\$124,776

* Decrease.

NIAGARA FALLS AND SUSPENSION BRIDGE.

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DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructed two and one-half miles single track with turnouts, sixty-lb. girder rail, mostly stone ballast.....		\$75,897 58
Horses bought.....	\$1,485 00	
Horses sold.....	200 00	
		1,285 00
Harness bought		5 50
Total		\$76,638 08

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$25,518 99
Less operating expenses (excluding all taxes).....		16,494 66
Net earnings from operation.....		\$9,024 33
<i>Income from all sources, as follows, viz.:</i>		
Interest.....		27 67
Gross income from all sources		\$9,052 00
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$724 21	
Taxes on earnings and capital stock	484 65	
Interest on funded debt due and accrued	3,240 00	
		4,448 86
Net income from all sources.....		\$4,603 14
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 8 2-10 per cent on capital stock.....		5,384 00
Deficit for year ending June 30, 1892		\$780 86

General Income Account. .

Deficit for year ending June 30, 1892	\$780 86
Surplus up to June 30, 1891.....	4,720 09
Total surplus June 30, 1892	\$5,500 95

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$25,518 99
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$423 44
Repairs of all buildings and fixtures.....	27 33
Repairs of cars and other vehicles.....	615 56
Repairs of harness and stable equipment	170 94
Horseshoeing	560 00
Provender (including expense of grinding)	4,957 30
Salaries of general officers and clerks.....	1,043 84
Wages of conductors and drivers.....	8,898 49
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	3,006 76
Light and fuel	129 80
Water tax.....	142 50
Damages to persons and property.....	6 00
Legal expenses.....	106 00
Advertising, printing and office expenses.....	615 95
Insurance.....	721 10
Removal of snow and ice.....	58 75
Bank interest.....	11 40
Total operating expenses.....	\$16,494 66

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$108,547 89
Cost of equipment.....	16,281 86
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	380 48
	\$125,159 23

LIABILITIES.

Capital stock	\$65,600 00
Funded debt.....	54,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	1,620 00
Profit and loss (surplus).....	3,939 23
	<hr/>
	\$125,159 23
	<hr/>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles
Single track, main line, from Falls street to Lewiston avenue	1.99
Single track, branch, from Falls street to Sugar street	2.36
	<hr/>
Total length of single track on main line and branches.....	4.34
Sidings on main line and branches .....	.76
	<hr/>
Total length of all tracks and sidings owned.....	5
	<hr/>
Weight of rail per yard	33 and 60 lbs
Gauge of track.....	4 ft 8 1/2 in.
Number of box cars	6
Open cars.....	8
Horses and mules.....	46
Schedule time making trip one way.....	12 minutes
Cars are run.....	Every 12 mins.
Rate of fare per passenger.....	5 cents
Limited time ticket.....	2 1/2 cents
Number of passengers carried in cars during year.....	222,619
Average number of employes (including officials), during year	17

Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS AND CLERKS.	Annual salary.
General officers.....		\$900 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 50
Drivers	12	1 33 1/3
Watchmen	12	1 33 1/3
Hostlers	12	1 33 1/3

Officers of the Company.

Name.	Title.	Official Address.
CHAS. B. GASKILL.....	President.....	Niagara Falls, N. Y.
CHAS. B. HILL.....	Secretary and Treasurer	Buffalo, N. Y.
JOHN C. BREWSTER.....	Superintendent.....	Niagara Falls, N. Y.

Directors of the Company.

Name.	Residence
CHARLES B. GASKILL.....	Niagara Falls, N. Y.
ALEX J. PORTER.....	Niagara Falls, N. Y.
EUGENE CARY.....	Niagara Falls, N. Y.
WM. B. RANKIN	New York city.
CHAS. A. SWEET.....	Buffalo, N. Y.
HASCAL L. TAYLOR	Buffalo, N. Y.
JOHN SATTERFIELD.....	Buffalo, N. Y.
CHAS G. CURTIS	Buffalo, N. Y.
WM. H. JOHNSON.....	Buffalo, N. Y.
ADELBERT MOOR.....	Buffalo, N. Y.
GEO L. LEWIS	Buffalo, N. Y.
D. BRADLEY SWEET.....	Buffalo, N. Y.
CHAS. B. HILL.....	Buffalo, N. Y.

Title of company, The Niagara Falls and Suspension Bridge Railway Company.
General offices at Niagara Falls, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in September.
For information concerning this report, address J. C. Brewster, Superintendent.

NINTH AVENUE (New York City).

(Date of charter, July 29, 1859.)

Road built by an association and transferred to the Ninth Avenue Railroad Company.
It leases no roads or tracks and has no consolidation with any other road.
The road was leased to the Houston Street and Pavonia Ferry Railroad Company on April 12, 1892, lease taking effect April 20, 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	8,000	\$800,000 00	.....
Issued for actual cash	1,895	\$189,500 00	\$181,743 50
Issued for road, equipment and real estate	6,105	610,500 00	.....
Total now outstanding	8,000	\$800,000 00	\$181,743 50

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$1,776 85	\$180,440 95
Real estate	516 85	9,789 48
Total cost of road	\$2,293 20	\$190,230 43
EQUIPMENT.		
Horses .....	.....	\$89,200 00
Cars	\$7,800 00	72,040 57
Total cost of equipment	\$7,800 00	\$161,240 57
Grand total cost of road and equipment	\$10,093 20	\$351,471 00

DETAILS OF ADDITIONS OR BETTERMENTS.

Betterments to roadbed, etc., for materials and labor in making new switches, etc.	\$1,776 85
Betterments to real estate, for assessments paving streets	516 85
Betterments to cars, etc., for increase of twelve box cars	7,800 00
Total	\$10,093 20

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$250,892 80
Less operating expenses (excluding all taxes)	226,507 75
Net earnings from operations	\$23,885 05
<i>Income from other sources, as follows, viz.:</i>	
Interest and rents	4,891 55
Rent of road to July 1, 1892	9,833 83
Gross income from all sources	\$38,109 93

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$1,757 06	
Taxes on earnings and capital stock	9,797 14	
*Rent of stables	11,250 00	
		<u>\$22,804 20</u>

Net income from all sources..... \$15,305 78

Payments from net income, as follow, viz.:

Dividends declared, 1½ per cent on capital stock.....	11,427 00	
		<u>\$3,578 78</u>

Surplus for year ending June 30, 1892..... \$3,578 78

General Income Account.

Surplus for year ending June 30, 1892.....		\$3,578 78
Deficit up to June 30, 1891.....	\$404,770 89	
Adjustment of capital.....	7,758 50	
		<u>412,529 39</u>
		<u>\$408,948 61</u>
Dividend on stock		865 00
Total deficit for year ending June 30, 1892.....		<u>\$407,983 61</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	<u>\$250,392 80</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$4,075 79
Repairs of buildings and fixtures	958 66
Repairs of cars (not motors) and other vehicles	7,861 40
Repairs of harness and stable equipment.....	1,645 02
Horseshoeing	6,666 06
Renewals of horses and mules	8,253 00
Provender (including expense of grinding)	60,184 57
Salaries of general officers and clerks.....	4,868 94
Wages of conductors and drivers.....	87,630 25
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	31,695 06
Light and fuel	2,303 82
Water tax	735 16
Damages to persons and property	2,921 73
Legal expenses	1,330 51
Advertising, printing and office expenses	330 62
Insurance.....	792 47
Removal of snow and ice, car licenses	1,025 67
Contingencies.....	1,909 30
Total operating expenses.....	<u>\$226,607 73</u>

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road		\$190,250 43
Cost of equipment.....		161,240 57
Other permanent investments, as follows, viz.:		
Stock of other companies		700 00
Current assets, as follows, viz.:		
Cash on hand.....	\$15,301 82	
Loans	\$1,000 60	
Supplies on hand	8,548 82	
		<u>24,851 24</u>
Profit and loss (deficiency).....		407,983 61
		<u>\$300,000 00</u>

LIABILITIES.

Capital stock	<u>\$300,000 00</u>
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* This is an operating expense rather than a "fixed charge." — R. R. Commissioners.

NINTH AVENUE.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Fulton street to One Hundred and Twenty-fifth street.....		8
Second track on main line.....		8
Total length of all tracks owned		16
Weight of rail per yard.....	45 and 48 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	68	
Open cars.....	85	
Horses and mules.....	604	
Schedule time making trip one way.....	1 hour 20 min.	
Cars are run	Every 8 min.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year.....	5,007,856	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$1,175 00
Clerks		3,639 94

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 75
Drivers.....	10	2 00
Starters	9	2 15
Watchmen	10	1 75
Switchmen	10	1 75
Roadmen.....	10	2 00
Hostlers.....	10	1 75
Harness makers.....	10	2 25
Painters.....	10	2 12

NUMBER OF ACCIDENTS.

	Injured.
Passengers	5

Officers of the Company.

Name.	Title.	Official Address.
GEORGE LAW.....	President	New York city.
JACOB HAYES	Vice-President	New York city.
J. GELSTON AFFLECK.....	Secretary and Treasurer	New York city.
JAMES AFFLECK.....	Asst. Treas. and Asst. Secretary	New York city.
L. P. FOULK	Superintendent to April 20, 1892.....	New York city.

Directors of the Company.

Name.	Residence.
GEORGE LAW	New York city.
JACOB HAYES.....	New York city.
E ST JOHN HAYES	New York city.
OTIS W. RANDALL.....	New York city.
JOSEPH H. GODWIN.....	New York city.
JOSEPH J. O'DONOHUE.....	New York city.
PAUL A. SPOFFORD	New York city.
WILLIAM RAVESTYN.....	Brooklyn, N. Y.
FRANK JENKINS.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
G. GRANVILLE WRIGHT.....	Cambridge, N. Y.
JAMES AFFLECK	Yonkers, N. Y.
J. GELSTON AFFLECK.....	Yonkers, N. Y.

Title of company, Ninth Avenue Railroad Company.

General offices at 259 Fifth avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in January.

For information concerning this report, address J. Gelston Affleck, Secretary.

NORTH AND EAST GREENBUSH.

(Date of charter, May 10, 1873.)

No report filed for year ending June 30, 1892. Road was, so far as it was operated at all during the year, operated by the Albany Railway. Unverified statement left with the board for 1892. Road has since been abandoned and track wholly or partly taken up.—R. R. Commissioners

OGDENSBURG.

(Date of charter, December 22, 1885.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	700	\$70,000	.....
Issued for actual cash	275	\$27,500	\$27,500
Issued on account of construction.....	10	1,000	1,000
Total now outstanding	285	\$28,500	\$28,500

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails		\$17,479 64
Real estate		900 00
Buildings and fixtures.....		126 17
Total cost of road		\$18,505 81
	EQUIPMENT.	
Horses.....		\$8,092 50
Harness		412 35
Cars		5,166 34
Wages, trucks, snow-plows, sleighs		1,508 36
Total cost of equipment.....		\$10,179 55
Grand total cost of road and equipment		\$28,685 36

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$6,014 29
Less operating expenses (excluding all taxes).....		6,878 58
Net loss from operation		\$364 24
Income from other sources, as follows, viz. :		
Receipts from stage.....		541 99
Gross income from all sources		\$177 75
Deductions from income, as follows, viz. :		
Taxes on property used in operation of road.....	\$53 65	
Taxes on earnings and capital stock	41 72	
Taxes other than above	22 00	
		117 37
Surplus for year ending June 30, 1892		\$60 38

General Income Account.

Surplus for year ending June 30, 1892.....	\$60 38
Surplus up to June 30, 1891.....	818 72
Total surplus June 30, 1892.....	<u>\$879 10</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$6,014 29</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$365 39
Repairs of buildings and fixtures	24 63
Repairs of cars and other vehicles	241 40
Repairs of harness and stable equipment	96 80
Horseshoeing.....	200 87
Renewals of horses and mules	180 00
Provender (including expense of grinding).....	2,063 18
Salaries of general officers and clerks.....	50 00
Wages of conductors and drivers, estimated	1,787 64
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc., estimated....	878 88
Light and fuel	45 23
Water tax	20 00
Advertising, printing and office expenses	10 25
Insurance.....	315 00
Removal of snow and ice.....	2 25
Contingencies	62 08
Total operating expenses.....	<u>\$6,878 53</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$18,505 81
Cost of equipment.....	10,179 55
Current assets, as follows, viz.:	
Cash on hand	198 74
	<u>\$28,879 10</u>

LIABILITIES.

Capital stock	\$28,500 00
Profit and loss (surplus).....	379 10
	<u>\$28,879 10</u>

Characteristics of Road, Equipment, Etc.

Miles.

Total length of all tracks and sidings owned	<u>4.60</u>
Weight of rail per yard.....	20 to 25 lbs.
Gauge of track.....	4 ft. 8½ in.
Box cars.....	8
Sleighs	5
Open cars.....	2
Horses and mules	20
Schedule time making trip one way.....	30 minutes.
Cars are run.....	Half-hourly.
Rate of fare per passenger	5c., or 6 for 25c.; children under 8 years, 3c.
Number of passengers carried in cars during year	About 120,926
Average number of employes (including officials) during year.....	7

Salaries, Wages, Etc., of Officers and Employees.

CLERK.

Clerk	\$50 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	10 to 12	\$1 21 and \$1 43
Hostlers.....	1 00 and 1 43

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REPORT OF THE RAILROAD COMMISSIONERS

	ACCIDENTS.	Injured.
Passengers		1

Officers of the Company.		
Name.	Title.	Official Address.
W. H. DANIELS.....	President.....	Ogdensburg, N. Y.
EDGAR A. NEWELL	Secretary.....	Ogdensburg, N. Y.
A. E. SMITH.....	Treasurer.....	Ogdensburg, N. Y.

Directors of the Company.		Residence.
Name.		
W. H. DANIELS.....		Ogdensburg, N. Y.
W. L. PROCTOR.....		Ogdensburg, N. Y.
H. B. HOWARD		Ogdensburg, N. Y.
E. A. NEWELL		Ogdensburg, N. Y.
L. H. PALMER		Ogdensburg, N. Y.
R. E. WATERMAN.....		Ogdensburg, N. Y.
JOHN M. KELLOGG.....		Ogdensburg, N. Y.

Title of company, Ogdensburg Street Railway Company.
General offices at Ogdensburg, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address A. E. Smith, Treasurer.

OLEAN.

(Date of charter, March 1, 1880.)

Organized in April, 1880, and charter dated March 1, 1880, under the General Railroad Law.

Capital Stock.			
	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	160	\$16,000	.....
Issued for actual cash and now outstanding....	100	10,000	\$10,000

Cost of Road and Equipment.		
ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$6,358 86	\$15,174 34
Electric appliances pertaining to road and superstructure.....	25 44	35 44
Right of way	20 20	20 20
Real estate.....	.....	1,600 00
Buildings and fixtures.....	.....	1,046 34
Interest and discount charged to construction	255 06	255 06
Total cost of road	\$6,659 56	\$18,121 18
EQUIPMENT.		
Horses'.....	\$355 00	\$1,715 00
Harness.....	.....	332 9
Cars.....	314 70	2,385 85
Wagons, trucks, snow-plows and sleighs .....	.....	694 871
Total cost of equipment	\$669 70	\$5,128 63
Grand total cost of road and equipment.....	\$7,329 26	\$23,249 81

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructing 1.06 miles new track.....	\$6,858 86
Bonding joints	25 44
Right of way	20 20
Interest and exchange.....	226 06
Three horses	355 00
One new car	814 70
Total.....	<u>\$7,829 26</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....	\$9,614 30
Less operating expenses (excluding all taxes).....	6,952 55
Net earnings from operation	<u>\$2,661 71</u>
Income from other sources.....	3 52
Net income from all sources	<u>\$2,665 27</u>

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$207 87	
Taxes on earnings and capital stock	57 99	
Taxes other than above	8 29	
Interest and exchange.....	77 88	
		<u>352 03</u>
Surplus for year ending June 30, 1892.....		<u>\$2,313 24</u>

General Income Account.

Surplus for year ending June 30, 1892.....	\$2,313 24	
Surplus up to June 30, 1891	9,000 47	
		<u>\$11,313 71</u>
Less difference in supply account that was carried directly to profit and loss		126 56
Total surplus June 30, 1892		<u>\$11,187 15</u>

Analysis of Gross Earnings and Operating Expenses.

From passengers	\$7,038 60
Baggage and express.....	2,575 61
Total gross earnings.....	<u>\$9,614 30</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$46 73
Repairs of cars and other vehicles	165 73
Repairs of harness and stable equipment.....	99 51
Horseshoeing.....	176 66
Renewal of horses and mules.....	162 10
Provender (including expense of grinding) ...	1,027 92
Salaries of general officers and clerks	1,060 00
Wages of conductors and drivers on horse cars.....	2,120 05
Wages of conductors and motor men on cars propelled by mechanical traction..	104 60
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,247 65
Light and fuel, other than at power house	77 22
Water tax.....	36 00
Legal expenses	175 40
Advertising, printing and office expenses	163 95
Insurance	56 92
Removal of snow and ice	19 88
Contingencies	192 23
Total operating expenses	<u>\$6,952 55</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$18,121 18
Cost of equipment	5,128 63
Current assets, as follows, viz. :	
Cash on hand.....	1,784 35
Open accounts.....	1,775 89
Supplies on hand.....	1,140 87
	<u>\$27,900 92</u>

LIABILITIES.	
Capital stock	\$10,000 00
Current liabilities, as follows, viz. :	
Bills payable	5,058 00
Open accounts	1,654 17
Profit and loss (surplus).....	11,188 15
	<hr/>
	\$27,900 92
	<hr/>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :	Miles.
Single track, main line, from Erie railroad, South street, to First street, to Fourteenth street	2.44
Sidings on main line.....	.09
	<hr/>
Total length of all tracks and sidings owned.....	2.53
	<hr/>
Weight of rail per yard	25 and 50 lbs.
Gauge of track	3 ft. 6 in. and 4 ft. 8½ in.
Numbers of box cars.....	4
Horses and mules	12
Schedule time making trip one way.....	15 min.
Cars are run	Every 30 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year.....	140,774
Average number of employes (including officials) during year.....	8

Salaries, Wages, Etc., of Officers and Employees.

OFFICER.	Annual salary.
Superintendent	\$1,080 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	10	\$1 50
Baggage and express.....	12	1 67½
Roadmen	10	1 33½
Hostlers	10	1 33½

Officers of the Company.

Name.	Title.	Official Address.
JOHN FOBES.....	President and Superintendent.....	Olean, N. Y.
G. H. STRONG.....	Secretary and Treasurer	Olean, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS GILLIGAN.....	Olean, N. Y.
WM. M. IRISH.....	Olean, N. Y.
G. H. STRONG.....	Olean, N. Y.
M. W. BARSE.....	Olean, N. Y.
JOHN FOBES.....	Olean, N. Y.
H. C. MORRIS.....	Olean, N. Y.
C. S. CAREY.....	Olean, N. Y.

Title of company, Olean Street Railway Company.
General offices at Olean, N. Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address Olean Street Railway Company.

ONEIDA.

(Date of charter, May 14, 1885.)

This company was organized under chapter 252, Laws of 1884, and commenced operation July 4, 1885.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	300	\$15,000	\$18,500

FUNDED DEBT.

DESIGNATION OF LIEN	Rate of interest.	Amount outstand- ing.	Cash realized on amount outstand- ing.
Notes.....	<i>Per cent.</i> 6	\$1,725	\$1,725

Cost of Road and Equipment.**ROAD.**Total cost up to
June 30, 1892.

Roadbed, superstructure and rails	\$11,928 02
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EQUIPMENT.

Horses.....	\$1,445 00
Harness	119 49
Cars	8,441 84
Wagons, trucks, snow-plows, sleighs.....	95 00

Total cost of equipment.....	\$5,100 88
------------------------------	------------

Grand total cost of road and equipment	\$17,028 85
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,554 00
Less operating expenses (excluding all taxes).....	8,789 95

Net earnings from operation.....	\$814 05
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Income from other sources, as follows, viz.:

Advertising.....	10 00
------------------	-------

Gross income from all sources	\$824 05
-------------------------------------	----------

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$214 13	
Interest on funded debt due and accrued	119 24	
		333 37

Surplus for year ending June 30, 1892.....	\$490 68
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REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892	\$490 68
Surplus up to June 30, 1891.....	1,477 89
Total surplus June 30, 1892	<u>\$1,968 57</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$4,554 00</u>
-----------------------	-------------------

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$43 00
Repairs of buildings and fixtures.....	32 78
Repairs of cars and other vehicles	86 93
Repairs of harness and stable equipment	23 20
Horseshoeing.....	187 57
Provender (including expense of grinding)	705 64
Salaries of general officers and clerks.....	825 00
Wages of conductors and drivers.....	1,437 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	360 00
Light and fuel.....	55 70
Water tax	20 00
Advertising, printing and office expenses.....	12 65
Insurance.....	112 50
Removal of snow and ice.....	236 69
Contingencies	161 29
Total operating expenses.....	<u>\$3,739 95</u>

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$11,928 03
Cost of equipment	5,100 83
Current assets, as follows, viz.:	
Cash on hand.....	164 72
	<u>\$17,193 57</u>

LIABILITIES.

Capital stock	\$13,500 00
Funded debt.....	1,725 00
Profit and loss (surplus)	1,768 57
	<u>\$17,193 57</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Oneida to West Shore railroad	1.5
Weight of rail per yard	47 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	3
Horses and mules	9
Schedule time making trip one way	15 minutes.
Cars are run.....	Every 30 min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year	103,116
Average number of employes (including officials) during year.....	6

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS.

	Annual salary.
Secretary and treasurer	\$300 00
Superintendent	540 00

ONEIDA.

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OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per month.
Drivers.....	10	\$37 50
Hostlers	10	30 00

Officers of the Company.

Name.	Title.	Official Address.
W. E. NORTHRUP	President	Oneida, N. Y.
H. C. STONE	Secretary and Treasurer.....	Oneida, N. Y.
GEORGE LEGGETT.....	Superintendent	Oneida, N. Y.

Directors of the Company.

Name.	Residence.
JOHN J. HODGE.....	Oneida, N. Y.
SEYMOUR HARVEY	Oneida, N. Y.
D. H. WALRATH	Oneida, N. Y.
W. E. NORTHRUP	Oneida, N. Y.
H. S. KLOCK.....	Oneida, N. Y.
Mrs. W. A. STONE	Oneida, N. Y.
E. J. BROWN.....	Oneida, N. Y.
E. E. COON	Oneida, N. Y.
H. C. STONE	Oneida, N. Y.

Title of company, Oneida Railway Company.

General offices at Oneida, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in October.

For information concerning this report, address H. C. Stone, Secretary.

ONEIDA STREET (Utica).

(Date of charter, January 12, 1887.)

This company was organized under the Laws of the State of New York, and construction was commenced May 9, 1887, and the portion in use completed July 12, 1897.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	400	\$40,000	.....
Issued for actual cash.....	65	\$6,500	\$650
Issued on account of construction	318	31,800	.....
Issued	17	1,700	.....
Total now outstanding.....	400	\$40,000	\$650

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$9,805 74
Real estate	1,512 00
Interest and discount charged to construction.....	26,853 48
Total cost of road	\$37,671 17

EQUIPMENT.

Cars.....	\$2,328 83
Grand total cost of road and equipment	<u>\$40,000 00</u>

Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$600 00
Less operating expenses (excluding all taxes).....	<u>278 82</u>
Gross income from all sources.....	\$321 18
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	<u>23 45</u>
Surplus for year ending June 30, 1892.....	<u>\$297 73</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

"Leased " to Geo. Haight	<u>\$600 00</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$190 90
Advertising, printing and office expenses.....	3 75
Insurance.....	<u>20 72</u>
<i>Contingencies :</i>	
Office rent.....	100 00
Taxes.....	<u>23 45</u>
Total operating expenses.....	<u>\$278 82</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$37,671 17
Cost of equipment.....	<u>2,328 83</u>
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	<u>321 18</u>
	<u>\$40,321 18</u>

LIABILITIES.

Capital stock	\$40,000 00
Profit and loss (surplus)	<u>321 18</u>
	<u>\$40,321 18</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line		1.5
Sidings on main line.....		<u>.07</u>
Total length of all tracks and sidings owned.....		<u>1.57</u>
Weight of rail per yard		35 lbs.
Gauge of track.....		4 ft. 8½ in.
Number of box cars.....		2
Open cars		1
Horses and mules		2
Schedule time making trip one way.....	30 minutes.	
Cars are run	Every 30 minutes.	
Rate of fare per passenger.....	5 cents.	

Officers of the Company.

Name.	Title.	Official Address.
HENRY NEY.....	President.....	Utica, N. Y.
FRANK J. CRONK	Secretary.....	Utica, N. Y.
W. C. WILCOX	Treasurer.....	Utica, N. Y.
FRANK J. CRONK.....	Superintendent.....	Utica, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
HENRY NEY.....	Utica, N. Y.
WM. C. WILLOOX.....	Utica, N. Y.
F. J. CRONK.....	Utica, N. Y.
T. J. GRIFFITH.....	Utica, N. Y.
HENRY M. NEY	Utica, N. Y.
DANIEL L. JONES, Jr	Brooklyn, N. Y.
ISAAC D. REYNOLDS	Brooklyn, N. Y.

Title of company, Oneida Street Railroad Company.

General offices at 69 Genesee street, Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, January 12.

For information as to this report, address Henry Ney, President.

ONEONTA.

(Date of charter, November 28, 1887.)

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, and now outstanding.....	200	\$20,000

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....		\$14,892 34
Real estate.....		1,000 00
Buildings and fixtures.....		12 15
Total cost of road.....		\$15,904 49
	EQUIPMENT.	
Horses.....		\$1,204 00
Harness.....		121 47
Cars		2,892 50
Wagons, trucks, snow-plows, sleighs.....		196 00
Total cost of equipment.....		\$4,418 97
Grand total cost of road and equipment.....		\$20,318 46

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$3,055 62
Less operating expenses (excluding all taxes)	5,386 83
Net deficit from operation.....	\$2,351 21
<i>Income from other sources, as follows, viz. :</i>	
Carrying mail.....	\$162 50
Team work	374 16
Advertising.....	6 28
Obstructing track	3 50
Horses sold	196 00
	741 41
Gross deficit from all sources.....	\$1,609 80
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$47 39
Taxes on earnings and capital stock ..	52 05
Interest due and accrued	636 05
	735 49
Deficit for year ending June 30, 1892	\$2,345 29

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Deficit for year ending June 30, 1892	\$2,345 20
Deficit up to June 30, 1891.....	8,944 10
Total deficit June 30, 1892.....	<u>\$11,289 30</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	<u>\$3,035 02</u>
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OPERATING EXPENSES.

Repairs of roadbed and track	\$63 88
Repairs of buildings and fixtures.....	11 67
Repairs of cars and other vehicles	75 47
Repairs of harness and stable equipment.....	34 77
Horseshoeing	112 23
Provender (including expense of grinding)	1,145 77
Salaries of general officers and clerks	2,280 00
Wages of conductors and drivers	1,208 37
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	139 48
Light and fuel	29 01
Water tax	11 00
Damages to persons and property	15 00
Legal expenses	50 00
Advertising, printing and office expenses	66 50
Insurance.....	34 37
Removal of snow and ice.....	34 00
Contingencies	75 22
Total operating expenses.....	<u>\$5,386 88</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$15,904 49
Cost of equipment.....	4,418 97
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	260 74
Bills payable	600 00
Profit and loss (deficiency).....	11,269 39
	<u>\$32,468 59</u>

LIABILITIES.

Capital stock	\$20,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	2,040 00
Judgments	9,925 70
Interest accrued on judgments.....	502 89
	<u>\$32,468 59</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles
Single track, main line, from Glenwood cemetery to near Fonda avenue	<u>2.27</u>
Weight of rail per yard	85 and 38 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	8
Open cars.....	1
Schedule time making trip one way	30 minutes.
Cars are run.....	Every 30 min.
Rate of fare per passenger	5 cents; 25 tickets for \$1; 6 for 25 cents; 140 for \$5
Average number of employes (including officials), during year.....	1

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.	Annual salary.
President	\$1,800 00
Superintendent, treasurer and secretary.....	490 00

ONEONTA.

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OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Drivers	14	\$1 00
Roadmen	10	1 50
Hostlers.....	14	1 14 $\frac{1}{2}$

Officers of the Company.

Name.	Title.	Official Address.
GEORGE I. WILBER	President.....	Oneonta, N. Y.
T. D. TALLMADGE, Jr	Sec., Treas. and Superintendent.....	Oneonta, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE I. WILBER.....	Oneonta, N. Y.
D. F. WILBER.....	Oneonta, N. Y.
T. A. NORTON.....	Oneonta, N. Y.
R. REYNOLDS.....	Oneonta, N. Y.
D. WHIPPLE.....	Oneonta, N. Y.
N. N. BULL.....	Oneonta, N. Y.
L. M. GOLDSMITH.....	Oneonta, N. Y.

Title of company, Oneonta Street Railway Company.

General office at Oneonta, N. Y

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, Monday next preceding second Tuesday in January.

For information concerning this report, address T. D. Tallmadge, Jr., Secretary.

OSWEGO.

(Date of charter, May 7, 1885.)

The Oswego Street Railway Company was organized in April, 1885, under the act passed May 6, 1884, entitled "An act to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in cities, towns and villages," with a capital stock of \$20,000, in shares of \$50 each. The company built the road by day's work. The total length of road and branches is about two miles. The route is from East Tenth street through Bridge street west to Third avenue, with branch from West First and Bridge street south through West First street to Utica street. The road was opened August 22, 1885, running three cars.

Capital Stock and Funded Debt.

CAPITAL STOCK

	COMMON.		Cash realized on amount outstand- ing.
	Number of shares.	Total par value.	
Authorized by law or charter	2,500	\$125,000	.....
Issued for actual cash.....	400	\$20,000	\$19,685
Issued on account of construction	2,100	105,000	.....
Total now outstanding	2,500	\$125,000	\$19,685

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bond and mortgage	Oct. 1, 1911	p.c 6	April 1 & Oct. 1	\$112,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	.....	\$13,908 78
Real estate .....	.....	612 00
Buildings and fixtures .....	.....	2,413 03
Interest and discount charged to construction.....	.....	262 80
Road built by contract.....	\$205,000 00	205,000 00
Total cost of road.....	\$205,000 00	\$222,196 61
EQUIPMENT.		
Cars, other than motor cars .....	.....	\$4,027 32
Motor cars and fixtures.....	\$2,705 33	2,705 33
Wagons, trucks, snow-plows and sleighs	1,605 84	2,178 02
Total cost of equipment	\$4,311 17	\$8,910 65
Grand total cost of road and equipment.....	\$209,311 17	\$231,107 26

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Road was changed from horse power to electricity and extended as per contract. \$205,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation \$17,739 51
Less operating expenses (excluding all taxes) 12,557 79
Gross income from all sources \$5,181 72

Deductions from income, as follows, viz.:

Taxes on property used in operation of road..... \$100 13
Taxes on earnings and capital stock 45 02
Taxes other than above 9 86
Interest on funded debt due and accrued 3,200 00
..... 3,355 01
Surplus for year ending June 30, 1892 \$1,826 71

General Income Account.

Surplus for year ending June 30, 1892..... \$1,826 71
Deficit up to June 30, 1891 3,001 06
..... \$1,174 34
Balance horse account \$3,004 00
Balance harness account..... 447 25
..... 3,451 25
Total deficit June 30, 1892..... \$4,625 59

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$17,789 51
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures	\$826 81
Repairs of buildings and fixtures	85 75
Repairs of cars (not motors) and other vehicles	160 22
Repairs of motor cars and fixtures	725 06
Repairs of harness and stable equipment	26 18
Horseshoeing	181 51
Provender (including expense of grinding)	905 14
Salaries of general officers and clerks	800 00
Wages of conductors and drivers on horse cars	496 21
Wages of conductors and motormen on cars propelled by mechanical traction...	3,969 89
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	1,918 81
Light and fuel, other than at power house	63 12
Water tax	23 27
Damages to persons and property	121 50
Legal expenses	60 75
Advertising, printing and office expenses	210 99
Insurance	650 50
Removal of snow and ice	177 17
Contingencies	1,760 96
Total operating expenses	\$12,557 79

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road	\$222,196 61
Cost of equipment	8,910 65
<i>Current assets, as follows, viz.:</i>	
Cash on hand	1,910 10
Open accounts	807 05
Balance due on capital stock	815 00
Profit and loss (deficiency)	4,625 59
	\$238,765 00

LIABILITIES.

Capital stock	\$125,000 00
Funded debt	112,500 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	1,265 00
	\$238,765 00

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from East Albany and Fourth streets to City line and Bridge street	1.974
Single track, branch, from East Tenth and Bridge streets to East Fourth and Bridge streets .....	.498
Single track, branch, from West City line, Bridge street, to Boulevard	1.49
Single track, branch, from West Seneca street and Fifth avenue to West Bridge street .....	.446
Single track, branch, from West Bridge and First streets to West Utica and First streets .....	.298
Total length of single track on main line and branches	4.700
Sidings on main line and branches .....	.56
Total length of all tracks and sidings owned	5.26

Weight of rail per yard	70, 52 and 45 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors.....	6
Open cars, not motors.....	5
Motor cars.....	9
Schedule time making trip one way.....	15 minutes.
Cars are run.....	Every 8 min.
Rate of fare per pas-enger.....	4 and 5 cts.
Number of passengers carried in cars during year.....	43,679
Average number of employees (including officials) during year.....	20

Salaries, Wages, Etc., of Officers and Employees.

OFFICER.	Annual salary.
Secretary	\$300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	11½	\$1 32
Motormen.....	11½	1 32
Repairers.....	10	1 32
Night men.....	12	\$1 32 and 1 15
Superintendent.....	14	2 47
Foreman.....	14	1 65

ACCIDENTS.

	Injured.	Killed.	Total.
Others than passengers or employees.....	1	3	4

Officers of the Company.

Name.	Title.	Official Address.
M. E. GRAVES.....	President.....	Oswego, N. Y.
JNO. P. PHELPS.....	Secretary.....	Oswego, N. Y.
E. A. VAN HORNE	Treasurer.....	Oswego, N. Y.

Directors of the Company.

Name.	Residence.
M. E. GRAVES.....	Oswego, N. Y.
M. B. RICHARDSON	Oswego, N. Y.
E. A. VAN HORNE.....	Oswego, N. Y.
GEO. N. BURT	Oswego, N. Y.
F. J. CALLENAN	Oswego, N. Y.
THOMAS PEIRSON	Oswego, N. Y.
JNO. P. PHELPS	Oswego, N. Y.
L. CLANCOY.....	Oswego, N. Y.
H. B. BUELL	Syracuse, N. Y.

Title of company, Oswego Street Railway Company.
General offices at Oswego, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Monday in April.
For information concerning this report, address John P. Phelps, Secretary.

PELHAM PARK.

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PELHAM PARK.

(Date of charter, August 30, 1884.)

This company obtained the consent of the local authorities to the construction of its line. It was, however, unable to obtain the consent of the property owners along its route, and it therefore applied to the Supreme Court for the appointment of a commission to determine whether its proposed railroad ought to be constructed. Such commission was appointed, and after a very full hearing of all parties interested decided in favor of the company. This company operates the City Island railroad under a pooling agreement, and the earnings and expenses of that company are included in the earnings and expenses of this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	2,000	\$50,000	.....
Issued on account of construction	1,500	\$37,500	.....
Issued for cash and construction	500	12,500	\$1,250
Total now outstanding.....	2,000	\$50,000	\$1,250

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage	April 1, 1907	p.c. 6	April & Oct.	\$38,000	\$36,573

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		.....	\$33,791 43
Right of way .....		.....	4,985 23
Real estate.....		\$96 00	2,340 23
Buildings and fixtures .....		.....	341 02
Interest and discount charged to construction		90 00	2,565 71
Total cost of road.....		\$186 00	\$44,023 62
EQUIPMENT.			
Horses .....		.....	\$2,708 90
Harness.....		.....	204 84
Cars.....		.....	5,474 23
Wagons, trucks, snow-plows, sleighs.....		\$400 00	618 18
Total cost of equipment		\$400 00	\$9,001 20
Grand total cost of road and equipment.....		\$586 00	\$53,024 82

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Real estate	\$96 00
Interest and discount.....	90 00
Two stages	400 00
Total	<u>\$586 00</u>

Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,411 25
Less operating expenses (excluding all taxes).....	7,245 61
Net earnings from operation.....	<u>\$3,165 64</u>
<i>Income from other sources, as follows, viz.:</i>	
Interest.....	96 00
Accounts receivable.....	400 00
Gross income from all sources	<u>\$3,661 64</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$825 53
Taxes on earnings and capital stock	104 78
Interest on funded debt due and accrued	2,280 00
Interest on floating debt	214 67
	<u>2,924 98</u>
Net income from all sources.....	<u>\$736 66</u>
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 1 per cent on capital stock	\$500 00
Interest.....	96 00
	<u>596 00</u>
Surplus for year ending June 30, 1892	<u>\$140 66</u>

General Income Account.

Surplus for year ending June 30, 1892	\$140 66
Surplus up to June 30, 1891	2,272 78
Total surplus June 30, 1892	<u>\$2,413 44</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$10,148 75
Mail	262 50
Total gross earnings.....	<u>\$10,411 25</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$138 00
Repairs of all buildings and fixtures.....	94 60
Repairs of cars and other vehicles	199 35
Repairs of harness and stable equipment.....	92 40
Horseshoeing.....	332 60
Provender (including expense of grinding)	1,705 04
Wages of conductors and drivers	3,687 33
Light and fuel	28 65
Advertising, printing and office expenses	108 82
Insurance	228 68
Removal of snow and ice	78 21
Contingencies.....	651 93
Total operating expenses.....	<u>\$7,245 61</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$44,023 62
Cost of equipment.....	9,001 20
<i>Other permanent investments, as follows, viz.:</i>	
Stocks and bonds of City Island railroad.....	40,126 17

PELHAM PARK.

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Current assets, as follows, viz.:

Cash on hand.....	\$1,441 38	
Bills receivable.....	1,389 09	
Open accounts	708 88	
Supplies on hand.....	86 05	
Sundries	508 05	
		\$4,028 45
		\$97,179 44

LIABILITIES.

Capital stock	\$50,000 00
Funded debt.....	38,000 00

Current liabilities, as follows, viz.:

Interest due and accrued	570 00
Dividends unpaid.....	651 00
Bills payable	5,000 00
Open accounts	545 00
Profit and loss (surplus)	2,418 44
	\$97,179 44

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	<i>Miles.</i>
Single track, main line, from Barton to Marshalls	1.4
Sidings on main line and branches.....	.1
Total length of all tracks and sidings owned.....	1.5

Weight of rail per yard	30 to 57 lbs.
Gauge of track	3 ft. 6 in.
Number of box cars.....	6
Open cars	2
Horses and mules	14
Schedule time making trip one way.....	30 min.
Cars are run.....	30 to 30 trips daily.
Rate of fare per passenger.....	2½ to 5 cents.
Number of passengers carried in cars during year, estimated	165,000
Average number of employees (including officials) during year.....	6

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Drivers and roadmen	8 and 12	\$1 50 to \$1 75
Hostlers	15	1 50

Officers of the Company.

Name.	Title.	Official Address.
W. R. LAMBERTON.....	President	16 and 18 Exchange pl., N. Y. city.
ELIPHALET NOTT ANABLE....	Secretary and Treas...	16 and 18 Exchange pl, N. Y. city.
FREDERICK UNDERHILL.....	Superintendent	City Island, N. Y.

Directors of the Company.

Name.	Residence.
E. N. ANABLE	New York city.
HENRY D. CAREY	City Island, N. Y.
W. R. LAMBERTON.....	Pelham Manor, N. Y.
HOWARD NOTT POTTER	New Rochelle, N. Y.
INGLES STUART	New York city.
SHERMAN T. PELL	City Island, N. Y.
J. RALPH BURNETT	New York city.

Title of company, Pelham Park Railroad Company.
 General offices at City Island, N. Y.; branch office, 16 and 18 Exchange place, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Wednesday in June.
 For information concerning this report, address Pelham Park Railroad Company, 16 and 18 Exchange place, New York city.

PEOPLE'S (Syracuse).

(Date of charter April 22, 1887.)

On November 1, 1890, the Central City Railway and the Syracuse and Onondaga Railway were consolidated, by perpetual lease of each, with the People's Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	10,000	\$1,000,000	.....
Issued on account of construction	3,000	\$300,000	\$330
Issued for roads purchased and for completion of same	7,000	700,000	.....
Total now outstanding.....	10,000	\$1,000,000	\$630

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds.....	1921	p.c. 5	Jan. & July	\$736,000	\$736,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$26,404 40	\$34,118 23
Right of way .....	.....	4,500 00
Real estate.....	10 00	40 35
Buildings and fixtures	8,946 26	15,563 09
Interest and discount charged to construction.....	2,411 85	2,669 16
Road built by contract.....	.....	628,080 00
Purchase of constructed road .....	.....	1,100,408 57
Total cost of road.....	\$37,772 51	\$1,739,309 07

EQUIPMENT.		
Horses	\$475 22	\$4,740 44
Harness.....	127 01	578 98
Cars, other than motor cars .....	.....	8,950 65
Wagons, trucks, snow-plows, sleighs.....	65 00	221 39
Total cost of equipment	\$667 23	\$14,491 37
Grand total cost of road and equipment up to June 30, 1892.....	\$38,439 74	\$1,803,800 44

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Paving, etc.....	\$5,786 62
Double track extension on South Salina street, 3,850 feet.....	17,163 78
Single track extension to Onondaga Valley, 3,140 feet.....	3,454 00
Examining title to real estate	10 00
Interest, account construction	2,411 85
Account completion of new car-house and office.....	8,946 26
Additional horses.....	475 22
Additional harness	127 01
Wagon.....	65 00
	<u>\$38,439 74</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$185,665 15
Less operating expenses (excluding all taxes)	103,902 24

Net earnings from operation \$31,762 91

Income from other sources, as follows, viz.:

Rentals	\$486 00
Advertising in cars.....	500 00
Sale of old material.....	1,070 18
	<u>2,056 18</u>

Gross income from all sources \$33,819 04

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$3,718 65
Taxes on earnings and capital stock	637 58
Taxes other than above	123 80
Interest on funded debt due and accrued.....	36,800 00
	<u>41,280 03</u>

Deficit for year ending June 30, 1892..... \$7,460 99

General Income Account.

Deficit for year ending June 30, 1892.....	\$7,460 99
Surplus up to June 30, 1891.....	17,538 85
	<u>\$10,077 86</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS,

From passengers	<u>\$125,665 15</u>
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OPERATING EXPENSES.

Repairs of roadbed and track	\$876 15
Repairs of buildings and fixtures	300 25
Repairs of cars and other vehicles	1,694 94
Repairs of harness and stable equipment	539 02
Horseshoeing.....	4,065 67
Renewals of horses and mules.....	3,413 78
Provender (including expenses of grinding)	24,024 88
Salaries of general officers and clerks.....	5,322 84
Wages of conductors and drivers.....	33,247 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	20,988 85
Light and fuel.....	1,879 70
Water tax	592 79
Damages to persons and property	280 00
Legal expenses.....	436 52
Advertising, printing and office expenses	502 50
Insurance.....	3,268 01
Removal of snow and ice.....	750 69
Contingencies	1,769 20

Total operating expenses..... \$103,902 24

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment.....	\$1,803,800 42
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Current assets, as follows, viz.:

Cash on hand.....	3,315 84
Open accounts.....	6,214 18
	<u>\$1,813,330 44</u>

LIABILITIES.

Capital stock	\$1,000,000 00
Funded debt.....	786,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	66,400 00
Open accounts.....	1,858 58
Profit and loss (surplus).....	10,077 86
	<hr/>
	\$1,813,830 44
	<hr/>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Fifth north street, and Wolf street to Onondaga Valley	6.667
Single track, main line from lake to Brighton.....	4.218
Single track, branch, from James and Warren streets to Salina street.....	.056
Single track, branch, from Kennedy street to Oakwood avenue.....	.337
Single track, branch, from Salina street to Third north street.....	.607
	<hr/>
Total length of single track on main line and branches.....	11.885
Second track on main line and branches.....	8.218
Sidings on main line and branches.....	.845
	<hr/>
Total length of all tracks and sidings owned.....	20.948
	<hr/>
Weight of rail per yard.....	47, 51, 66 1/2 lbs.
Guage of track.....	4 ft. 8 1/2 in.
Number of box cars.....	81
Open cars.....	38
Horses and mules.....	300
Schedule time making trip one way.....	40 and 50 min.
Cars are run.....	Every 8 and 10 min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	2,776,505
Average number of employes (including officials) during year.....	135

Salaries, Wages, Etc., of Officers and Employes.

	OFFICERS AND CLERKS.	Annual salary.
General officers and clerks.....		\$5,822 84

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	11 1/4	\$1 40
Drivers.....	11 1/4	1 40
Watchmen	12	1 50
Roadmen.....	10	1 50
Hostlers.....	11	1 32

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Others, not employes	3	1	4
Total	4	1	5

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. N. PALMER	President.....	Syracuse, N. Y.
H. H. DURR.....	Secretary.....	Utica, N. Y.
F. W. BARKER.....	Treasurer.....	Syracuse, N. Y.
J. H. MOFFITT.....	General Manager.....	Syracuse, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
A. N. PALMER.....	Syracuse, N. Y.
F. W. BARKER.....	Syracuse, N. Y.
THOMAS HUNTER.....	Utica, N. Y.
CHARLES H. CHILDS.....	Utica, N. Y.
J. R. SWAN	Utica, N. Y.
F. J. CALLENAN	Utica, N. Y.
A. T. GOODWIN	Utica, N. Y.

Title of company, The People's Railroad Company of Syracuse, N. Y.

General offices at 75 Genesee street, Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address F. W. Barker, Treasurer, Syracuse, N. Y.

RIKER AVENUE AND SANFORD'S POINT.

LESSOR.

LESSEE — STEINWAY AND HUNTER'S POINT.

(Date of charter, September 23, 1886.)

For history of organization, see Report of 1887. No report filed for year ending June 30, 1892. Operations included in report of Steinway and Hunter's Point and Steinway, post. — R. R. Commissioners.

ROCHESTER.

(Date of charter, February 25, 1890.)

The Rochester Railway Company was organized on the 25th day of February, 1890, with \$5,000,000 capital stock. On the 10th day of March, 1890, said company leased all the property, rights, privileges and franchises of the Rochester City and Brighton Railroad Company, the Crosstown Railroad Company and the South Park Railroad Company, for and during the term of the corporate existence of said lessor companies respectively, upon the following terms, to wit: The lessee to pay to the Rochester City and Brighton Railroad Company, for the use of its stockholders during the term of the lease, the yearly rental of \$140,000, the lessee to pay to the Crosstown Railroad Company of Rochester, N. Y., for the use of its stockholders during the term of such lease, the yearly rental of \$12,000, and to the South Park Railroad Company of Rochester, N. Y., for the use of its stockholders during the term of such lease, the yearly rental of \$8,000. After the Rochester Railway Company had gone into occupancy under each of said leases, under and in pursuance of chapter 254, Laws of 1867, it duly took a surrender or transfer of all the capital stock of the stockholders of said lessor companies respectively, and issued in exchange therefor its own capital stock, at par, upon the terms and conditions duly agreed upon between the said lessor companies respectively and the said lessee. The conditions were as follows, to wit: For \$500,000 stock of Rochester City and Brighton Railroad Company there was issued in exchange \$3,500,000 stock of Rochester Railway and \$1,050,000 of its five per cent bonds; for \$150,000 stock of the Crosstown Railroad Company there was issued in exchange \$300,000 stock of Rochester Railway Company and \$150,000 of its five per cent bonds; for \$100,000 stock of the South Park Railroad Company there was issued in exchange \$200,000 stock of Rochester Railway Company and \$100,000 of its five per cent bonds. All of the stock of all the lessor companies having been surrendered by the stockholders, or transferred as aforesaid, and the certificates provided for by said act having been duly made and filed in the office of the Secretary of State, the estate, property, rights, privileges and franchises of said lessor companies, and each of them, thereupon vested in and are held and enjoyed by said Rochester Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	50,000	\$5,000,000	.....
Issued on account of construction and in ex- change, per report of 1890	40,000	\$4,000,000	.....
Issued for cash.....	8,500	850,000	\$850,000
Issued on account of construction	6,500	650,000	.....
Total now outstanding,.....	50,000	\$5,000,000	\$850,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
Mortgage bonds	Oct. 1, 1893	p.c. 7	April & Oct.	\$200,000	\$172,000
Mortgage bonds	Jan. 1, 1902	6	Jan. & July	500,000	500,000
Mortgage bonds	April 1, 1919	6	April & Oct.	175,000	175,000
Consolidated mortgage bonds.....	April 1, 1930	5	April & Oct.	2,000,000	2,000,000
Debenture bonds	March 1, 1911	6	March & Sept.	452,500	410,640
Total .....	.....	.....	.....	\$3,327,500	\$3,257,640

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure.....		\$162,320 85	\$755,632 04
Electric appliances pertaining to road and superstructure.....		17,531 09	208,414 75
Right of way		2,950 85	46,018 92
Real estate.		20,708 30	22,958 30
Buildings and fixtures exclusively used for electric purposes ...		72,898 36	185,561 90
All other buildings and fixtures.....		15,946 86	27,694 32
Interest and discount charged to construction		27,423 27	119,558 08
Road built by contract.....		.....	650,000 00
Purchase of constructed road and equipment.....		.....	6,175,000 00
Total cost of road		\$319,779 08	\$8,200,836 91
EQUIPMENT.			
Horses		*\$18,606 04	*\$32,931 04
Cars, other than motor cars		*970 00	*970 00
Motor cars and fixtures.....		68,010 20	494,375 96
Wagons, trucks, snow-plows, sleighs.....		.....	9,000 00
Total cost of equipment		\$43,434 16	\$469,474 92
Grand total cost of road and equipment.....		\$363,213 24	\$8,670,313 83

* Credit.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$688,857 78
Less operating expenses (excluding all taxes).....		417,189 88
Net earnings from operation.....		\$266,218 40
<i>Income from other sources, as follows, viz.:</i>		
Advertising.....	\$8,146 81	
Rents	845 95	
Miscellaneous.....	1,208 86	
		5,201 12
Gross income from all sources.....		\$271,419 52
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$15,671 07	
Taxes on earnings and capital stock	17,628 20	
Interest on funded debt due and accrued	169,755 74	
		203,055 01
Surplus for year ending June 30, 1892.....		\$68,364 51

General Income Account.

Surplus for year ending June 30, 1892	\$68,364 51
Surplus up to June 30, 1891.....	189,325 07
Total surplus June 30, 1892	\$207,690 18

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$688,857 78
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses and repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and other track fixtures.....	\$8,492 44
Repairs of buildings and fixtures exclusively used for mechanical power and all other buildings and fixtures.....	1,194 46
Repairs of cars (not motors) and other vehicles	4,702 09
Repairs of motor cars and fixtures.....	36,657 87
Repairs of harness and stable equipment.....	874 14
Horseshoeing.....	6,075 58
Provender (including expense of grinding)	31,979 49
Salaries of general officers and clerks.....	5,980 85
Wages of conductors and drivers on horse cars.....	35,417 59
Wages of conductors and motormen on cars propelled by mechanical traction...	186,015 28
Wages of engineer, firemen and all others employed at power house.....	15,053 09
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	46,342 98
Light and fuel, other than at power house.....	4,211 21
Fuel, light and other supplies used at power house	42,547 58
Water tax	869 96
Damages to persons and property	979 70
Legal expenses.....	1,977 82
Advertising, printing and office expenses.....	7,013 97
Insurance	11,186 97
Removal of snow and ice.....	8,570 69
Contingencies	9,925 01
Expenses prior to purchase of road.....	7,071 13
Total operating expenses.....	\$417,189 88

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road.....	\$8,200,838 91
Cost of equipment.....	469,474 92
<i>Other permanent investments, as follows, viz.:</i>	
Stock in other companies	171,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$29,325 56
	\$8,870,639 39

LIABILITIES.

Capital stock	\$5,000,000 00
Funded debt.....	3,327,500 00

Current liabilities, as follows, viz.:

Bills payable	\$14,619 06
Open accounts	4,830 15
Sundries: Mortgage.....	16,000 00
Profit and loss (surplus).....	207,690 18
	<u>\$8,670,630 39</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Total length of single track on main line.....	34.85
Second track on main line.....	24.65
Sidings on main line.....	1.95
Total length of all tracks and sidings owned.....	<u>61.45</u>

Weight of rail per yard.....	40 to 78 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars and open cars, not motors.....	168
Horses and mules.....	182
Number of motor cars	120
Schedule time making trip one way	5 to 7½ miles an hour.
Cars are run.....	Every 4 to 15 min.
Rate of fare per passenger.....	5 cents, adults; 3 cents, children.
Number of passengers carried in cars during year.....	14,146,873
Average number of employes (including officials), during year.....	613

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS.

	Annual salary.
General officers.....	\$5,990 85

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	11½	\$1 61 to \$2 07
Drivers.....	11½	1 60 to 2 00
Starters.....	11	1 75 to 2 00
Watchmen.....	11½	1 75
Switchmen.....	10	1 50
Roadmen	10	1 50
Hostlers	10½	1 40

Officers of the Company.

Name.	Title.	Official Address.
JOHN N. BECKLEY.....	President.....	Rochester, N. Y.
BENJAMIN GRAHAM.....	Vice-President.....	New York city.
CHAS. A. WILLIAMS.....	Secretary.....	Rochester, N. Y.
FREDERIC P. ALLEN.....	Treasurer.....	Rochester, N. Y.
WM. ROSBOROUGH.....	Superintendent.....	Rochester, N. Y.

Directors of the Company,

Name.	Residence.
H. SELLERS MCKEE	Pittsburgh, Pa.
MURRY A. VERNER	Pittsburgh, Pa.
BENJAMIN GRAHAM	New York city.
THOMAS DEWITT CUYLER	Philadelphia, Pa.
E. E. DENNISTON	Philadelphia, Pa.
HORACE MAGEE	Philadelphia, Pa.
RICHARD W. CLAY	Philadelphia, Pa.
JOHN N. BECKLEY.....	Rochester, N. Y.
FREDERICK COOK.....	Rochester, N. Y.
ARTHUR G. YATES.....	Rochester, N. Y.
M. H. BRIGGS.....	Rochester, N. Y.
WILLIAM S. KIMBALL.....	Rochester, N. Y.
GEORGE W. ARCHER.....	Rochester, N. Y.

Title of company, Rochester Railway Company.

General offices at 267 State street, Rochester, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in January.

For information concerning this report, address Charles A. Williams, Secretary.

ROCHESTER ELECTRIC.

(Date of charter, August, 1887.)

Organized under chapter 262, Laws of 1884, and amendments thereto, as a street surface road.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	2,000	\$200,000	\$200,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure.....	.....	\$84,110 89
Electric appliances pertaining to road and superstructure .....	.....	18,484 44
Right of way	\$941 46	18,756 88
Real estate.....	.....	1,888 15
Buildings and fixtures exclusively used for electric purposes ...	12,495 27	84,738 54
All other buildings and fixtures.....	856 25	8,892 86
Total cost of road.....	\$18,798 98	\$166,881 26
EQUIPMENT.		
Cars, other than motors .....	.....	\$17,607 86
Motor cars and fixtures.....	\$2,484 65	85,840 10
Total cost of equipment	\$2,484 65	\$58,447 46
Grand total cost of road and equipment.....	\$16,277 63	\$219,768 72

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$46,682 19
Less operating expenses (excluding all taxes)	30,797 84
Net earnings from operation.....	\$15,884 85
<i>Income from other sources, as follows, viz.:</i>	
Dividend Rochester and Charlotte Turnpike Company	568 50
Gross income from all sources	\$16,448 35
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	1,793 02
Surplus for year ending June 30, 1892	\$14,655 33

General Income Account.

Surplus for year ending June 30, 1892	\$14,655 33
Surplus up to June 30, 1891.....	14,209 50
Total surplus June 30, 1892	\$28,864 83

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$46,682 19
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OPERATING EXPENSES.

Repairs of roadbed and track	\$1,040 05
Repairs of buildings and fixtures	71 71
Repairs and renewals of cars, motors and other vehicles.....	4,237 24
Salaries of general officers and clerks	2,499 99
Wages of conductors and motor men.....	9,527 83
Wages of engineer, firemen and other employes at power house.....	3,684 00
Wages of watchmen, starters, switchmen, roadmen, etc.....	1,403 50
Light and fuel other than at power house	507 83
Fuel, light and other supplies used at power house.....	2,969 82
Damages to persons and property.....	89 00
Advertising, printing and office expenses	1,907 99
Insurance.....	445 00
Removal of snow and ice.....	821 00
Contingencies.....	1,490 34
Interest.....	97 35
Total operating expenses.....	\$30,797 34

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$166,821 26
Cost of equipment	53,447 46
Other permanent investments, as follows, viz.:	
Rochester and Charlotte Turnpike Company stocks	10,002 50
Current assets, as follows, viz.:	
Cash on hand.....	2,551 30
Open accounts.....	1,482 31
	\$233,864 88

LIABILITIES.

Capital stock	\$200,000 00
Bills payable	5,000 00
Profit and loss (surplus)	28,864 88
	\$233,864 88

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Rochester to Charlotte.....	4.68
Second track on main line	4.12
Total length of all tracks and sidings owned.....	8.78
Weight of rail per yard	40 lbs.
Gauge of track	4 ft. 8 $\frac{1}{4}$ in.
Number of open cars, not motors	10
Number of motor cars	11
Schedule time making trip one way.....	30 minutes.
Cars are run.....	Every 10 to 30 minutes.
Rate of fare per passenger.....	3, 5, 8 and 10 cts.
Number of passengers carried in cars during year.....	649,808
Average number of employes (including officials) during year.....	10 to 50

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.	Annual salary.
General officers.....	\$2,499 99

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen.....	10	\$1 75
Watchmen	12	1 50
Switchmen	10	1 50
Roadmen	10	1 50

Rochester Electric.

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Officers of the Company.

Name.	Title.	Official Address.
ARTHUR LEUTCHFORD.....	President.....	Rochester, N. Y.
M. H. BRIGGS. /.....	Secretary and Treasurer.....	Rochester, N. Y.
C. A DERR	Superintendent	Charlotte, N. Y.

Directors of the Company.

Name.	Residence.
ARTHUR LEUTCHFORD	Rochester, N. Y.
JOHN N. BECKLEY.....	Rochester, N. Y.
M. H. BRIGGS.....	Rochester, N. Y.
C. M. EVEREST.....	Rochester, N. Y.
CHAS. F. POND.....	Rochester, N. Y.
CHAS. S. BAKER.....	Rochester, N. Y.
JAMES M. WHITNEY.....	Rochester, N. Y.
E. T. CURTIS.....	Rochester, N. Y.
W. C. BARRY	Rochester, N. Y.
J. B. PERKINS.....	Rochester, N. Y.
S. STACE.....	Charlotte, N. Y.
H. SELLERS MCKEE.....	Pittsburg, Pa.
MURRY A. VERNER	Pittsburg, Pa.

Title of company, Rochester Electric Railway Company.
General offices at Charlotte, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in June.
For information concerning this report, address M. H. Briggs, Secretary, Rochester, N. Y.

ROCKAWAY VILLAGE.

LESSOR.

LESSEES — Messrs. HICKEY & PEARSELL.

(Date of charter, March, 18, 1896.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	250	\$25,000	\$25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
* First mortgage bonds.....	1901	p.c. 5	May and Nov.	\$25,000	\$4,000

* Issued for construction, \$20,000, and for cash, \$5,000.

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Interest and discount charged to construction	\$1,000 00
Road built by contract	48,849 82
Total cost of road	<u>\$49,849 82</u>
EQUIPMENT.	
Harness	\$694 40
Wagons, trucks, snow-plows and sleighs.....	14 65
Total cost of equipment	<u>\$709 05</u>
Grand total cost of road and equipment	<u><u>\$50,558 87</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....	\$1,250 00
Less operating expenses (excluding all taxes)	397 27
Gross income from all sources	<u>\$852 73</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$39 40
Taxes on earnings and capital stock	10 05
Taxes other than above, income	5 54
Interest on funded debt due, paid May 1, 1892.....	1,250 00
	<u>1,304 99</u>
Deficit for year ending June 30, 1892	<u><u>\$452 26</u></u>

General Income Account.

Deficit for year ending June 30, 1892.....	\$452 26
Deficit up to June 30, 1891.....	5,144 00
Total deficit June 30, 1892	<u><u>\$5,596 26</u></u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Rent received for railroad, one year from June 30, 1891, to June 30, 1892.....	<u>\$1,250 00</u>
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OPERATING EXPENSES.

Advertising, printing and office expenses.....	\$394 63
Insurance	25 00
General expenses.....	347 65
Total operating expenses.....	<u><u>\$397 27</u></u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$49,794 82
Cost of equipment.....	709 05
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2 74
Rent due	100 00
Profit and loss (deficiency).....	5,596 86
	<u><u>\$56,182 97</u></u>

LIABILITIES.

Capital stock.....	\$25,000 00
Funded debt.....	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest accrued.....	208 83
Open accounts, loans.....	5,587 71
Sundry bills.....	386 93
	<u><u>\$56,182 97</u></u>

ROCKAWAY VILLAGE.

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Officers of the Company.

Name.	Title.	Official Address.
C. A. CHEEVER.....	President.....	New York city.
J. D. CHEEVER.....	Vice-President	New York city.
J. S. AUARBACH.....	Secretary	New York city.
DR. D. L. HAIGHT.....	Treasurer	New York city.

Directors of the Company.

Name.	Residence.
J. D. CHEEVER.....	New York city.
C. A. CHEEVER	New York city.
W. A. WYNN.....	Far Rockaway, L. I., N. Y.
D. L. HAIGHT	New York city.
J. S. AUARBACH	New York city.
C. CUNNINGHAM.....	Brooklyn, N. Y.
P. DONAHUE	New York city.

Title of company, Rockaway Village Railroad Company.
General offices at Far Rockaway, Long Island.

ROME CITY.

(Date of charter, December 22, 1885.)

Organized under the Street Surface Railroad Act of 1884. Certificate of incorporation filed in the office of the Secretary of State, September 22, 1885. There are no leased lines operated by this company, and the company has not been consolidated with any other railroad or transportation company. The entire construction was under a contract made with Antonio Rasinea, and the road was entirely built and completed between the 1st day of April and September 30, 1887. The road commenced operation July 4, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law	500	\$50,000	.....
Issued for actual cash.....	50	\$5,000	\$5,000
Issued on account of construction.....	450	45,000	.....
Total now outstanding	500	\$50,000	\$5,000

FUNDED DEBT.

Designation of Debt.	When due	INTEREST		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	May 1, 1917	p.c 6	May 1, Nov 1	\$425,000

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Paid contractor, capital stock.....	\$45,000 00
Paid contractor, first mortgage bonds.....	120,000 00
Cash.....	3,000 00
Preliminary surveys.....	500 00
Paid Wm. Moores, for clerical services during construction.....	1,500 00
Not provided for in contract and in part payment of which \$5,000 bonds were issued.....	6,689 33
	<hr/>
	\$176,689 33
Less sale of transfer house in 1892	20 00
	<hr/>
Grand total cost of road and equipment.....	\$176,689 33

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$4,152 30
Less operating expenses (excluding all taxes)	4,704 93
	<hr/>
Net loss from operation	\$552 63
<i>Income from all other sources, as follows, viz.:</i>	
Rent of stables	\$7 50
Hire of horses.....	404 86
Sale of horses	288 00
	<hr/>
	694 36
Gross income from all sources	<hr/>
	\$142 23
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$126 64
Interest on funded debt due and accrued	7,620 00
Interest and discount	88 72
	<hr/>
	7,829 36
Deficit for year ending June 30, 1892	<hr/>
	\$7,687 13

General Income Account.

Deficit for year ending June 30, 1892	\$7,687 13
Deficit up to June 30, 1892	37,753 31
	<hr/>
Total deficit June 30, 1892.....	\$45,440 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$4,152 30
	<hr/>
OPERATING EXPENSES.	
Repairs of roadbed and track	\$8 34
Repairs of buildings and fixtures	31 15
Repairs of cars and other vehicles.....	24 96
Repairs of harness and stable equipment.....	37 43
Horseshoeing.....	291 75
Provender (including expense of grinding).....	1,550 11
Salaries of general officers and clerks.....	885 72
Wages of conductors and drivers	888 38
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	697 98
Light and fuel.....	59 16
Water tax	25 00
Legal expenses.....	21 00
Advertising, printing and office expenses	45 67
Insurance.....	197 72
Removal of snow and ice.....	5 56
	<hr/>
Total operating expenses.....	\$4,704 93

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$176,689 33
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$199 78
Open accounts	257 25
Supplies on hand.....	186 40
Insurance	65 90
Taxes.....	42 13
Profit and loss (deficiency).....	45,440 44
	<hr/>
	\$222,880 83

Rome City.

881

LIABILITIES.

Capital stock	\$50,000 00
Funded debt.....	125,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	8,750 00
Bills payable	1,600 00
Open accounts	87,830 88
Interest on mortgage.....	180 00
	<hr/>
	\$222,860 88.
	<hr/>

Characteristics of Road, Equipment, Etc.

Total length of all tracks and sidings owned.....	6.70 miles.
Weight of rail per yard.....	88 1/4 lbs.
Gauge of track	4 ft. 8 1/2 in.
Number of box cars.....	14
Horses and mules	12
Schedule time making trip one way.....	30 minutes.
Cars are run.....	Every 30 min.
Rate of fare per passenger	5c.
Number of passengers carried in cars during year	84,050
Average number of employes (including officials) during year.....	5

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
President, vice-president, secretary-treasurer and bookkeeper.....	\$400 00
Superintendent	1,800 00
Clerk in office.....	156 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 48
Drivers.....	12	1 48
Hostlers.....	12	1 48

Officers of the Company.

Name.	Title.	Official Address.
W. P. RAYLAND	President and Superintendent...	Rome, N. Y.
WM. MOORES'....	Secretary and Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
ANTONIO RASINES	New York city.
CHAS. W. DAYTON.....	New York city.
JOHN S. MCWILLIAMS	New York city.
WM. MOORES.....	New York city.
JOHN S. MCWILLIAMS.....	New York city.
JOSEPH F. STEIR	New York city.
WM. P. RAYLAND	Rome, N. Y.

Title of company, Rome City Street Railway Company.
General offices at Rome, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information concerning this report, address Wm. Moores, Secretary, No. 7 Broadway, New York city.

* SARATOGA ELECTRIC.*

(Date of charter, July 8, 1890.)

This railroad was intended to run from the village of Saratoga Springs to the Geysers, a distance of about three miles. It was operated for a short time during the summer of 1890, and for about six weeks during the summer of 1891, but was not completed into the village of Saratoga Springs. It defaulted the interest on its bonds and was sold at foreclosure sale in March, 1892, and purchased by the Union Electric Railway Company of Saratoga. It is now a part of the system of the latter company, which commenced operations on June 30, 1892. There is no record of the operations of the Saratoga Electric Railway Company for the six weeks in which it was in operation for the summer of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	500	\$50,000	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds.....	Feb. 1, 1920	p.c. 6	Feb. & Aug.	\$50,000	\$50,000

Cost of Road and Equipment.

Total cost up to
June 30, 1892.

Road built by contract and equipment..... \$97,500 00

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Saratoga to Geysers.....		2.25
Weight of rail per yard.....		35 lbs.
Gauge of track		4 ft. 8½ in
Open cars.....		
Number of motor cars.....		
Schedule time making trip one way.....		15 minutes.
Cars are run.....		Every 30 min
Rate of fare per passenger.....		5 cents

* This report is not verified, but is mere memoranda filed with the Board of R. R. Commissioners.

SCHENECTADY.

(Articles of incorporation filed February 25, 1896.)

The construction of its road commenced in 1886, but owing to various causes and delays the construction was not so far advanced that the road could be opened for business until July, 1887, and it commenced operation on July 16, 1887. Changed to an electric road July 1, 1891. Permission to change motive power granted by State Board of Railroad Commissioners May 4, 1891. Increase of capital approved September 15, 1891, by State Board of Railroad Commissioners.

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, issued for franchises, rights of way, real estate, power station, car barn, etc., and now outstanding.....	3,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount author- ized.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage gold bonds.....	1911	p.c. 6	Sept. & March	\$300,000	\$50,000

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Total cost of road and equipment.....	\$456,021 80

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$45,069 06
Less operating expenses (excluding all taxes).....	28,736 72
Gross income from all sources	\$16,332 34
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$324 00
Taxes on earnings and capital stock	87 70
Interest on funded debt due and accrued.....	18,500 00
	18,911 70
Surplus for year ending June 30, 1892	\$3,440 64

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$28,741 76
From sale of current	16,069 80
From advertising.....	257 50
Total gross earnings.....	\$45,069 06

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$614 84
Repairs of buildings and fixtures.....	49 78
Repairs and renewals of cars, motors and other vehicles.....	853 52
Salaries of general officers and clerks.....	1,225 27
Wages of conductors and motormen.....	10,080 72

Wages of engineer, firemen and employes at power house.....	\$1,707 48
Wages of watchmen, starters, switchmen, roadmen, etc.....	3,785 37
Light and fuel, other than at power house.....	261 64
Fuel, light and other supplies used at power house.....	6,458 64
Water tax.....	81 88
Advertising, printing and office expenses.....	2,222 79
Insurance.....	627 68
Removal of snow and ice.....	167 16
Total operating expenses.....	\$28,736 72

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$456,021 89
Other permanent investments, as follows, viz.:	
Schenectady Illuminating Co., stock (equitable interest in).....	100,000 00
Current assets, as follows, viz.:	
Cash on hand.....	860 37
Open accounts.....	72,621 25
Supplies on hand.....	4,183 88
	\$633,707 49
LIABILITIES.	
Capital stock.....	\$300,000 00
Funded debt.....	30,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued.....	6,000 00
Open accounts.....	25,286 78
Profit and loss (surplus).....	2,440 64
	\$633,707 49

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Brandywine to Bellermue.....	4.22
Single track, branch, from Church street to Mohawk bridge.....	.20
Total length of single track on main line and branches.....	4.52
Second track on main line and branches.....	.25
Sidings on main line and branches.....	.25
Total length of all tracks and sidings owned.....	5.02
Weight of rail per yard.....	65 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of motor cars.....	11
Schedule time making trip one way.....	1 hour and 12 minutes
Cars are run.....	Every 9 minutes
Rate of fare per passenger.....	5 cents; tickets, 25 for \$1
Number of passengers carried in cars during year.....	225,000
Average number of employes (including officials) during year.....	40

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
General officers and clerks.....		\$1,255 27

Other Employes.

	Average number of hours on duty per day.	Wages per day.
Inductives.....	12	\$2 10
Water men.....	12	1 10
Readers.....	12	1 10
Watchmen.....	12	1 10
Helpers.....	12	1 10

Officers of the Company.

Name.	Title.	Official Address.
JOHN KRUESI.....	President.....	Schenectady, N. Y.
F. A. STEVENSON.....	Secretary.....	Schenectady, N. Y.
W. E. GILMORE.....	Treasurer.....	Schenectady, N. Y.
R. J. SHERRILL.....	Superintendent.....	Schenectady, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL INSULL.....	Chicago, Ill.
JOHN KRUESI.....	Schenectady, N. Y.
W. B. TURNER.....	Schenectady, N. Y.
W. E. GILMORE.....	Schenectady, N. Y.
JOHN MUIR.....	New York city.
EUGENE H. LEWIS.....	New York city.
S. D. GREENE.....	New York city.

Title of company, Schenectady Street Railway Company.
General offices at Schenectady, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Monday in December.
For information concerning this report, address F. A. Stevenson, Secretary.

SEA CLIFF INCLINED CABLE.

(Date of charter, November 27, 1885.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	1,000	\$10,000	.....
Issued for actual cash.....	848	\$8,480	\$8,480
Issued on account of construction.....	100	1,000	1,000
Total now outstanding.....	948	\$9,480	\$9,480

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Feb. 6, 1892	p.c. 4	Feb. 6 & Aug. 6	\$2,000	\$2,000

Cost of Road and Equipment.

ROAD.

Total cost up to June 30, 1892.

Roadbed, superstructure and rails, exclusive of cable appliances, pertaining to road and superstructure.....	\$4,684 00
Buildings and fixtures.....	1,797 81
Interest and discount charged to construction.....	680 25
Total cost of road.....	\$7,161 86

EQUIPMENT.

Cars	\$800 00
Dummies and machinery	3,200 00
Cable	878 00
Total cost of equipment	<u>\$4,878 00</u>
Grand total cost of road and equipment	<u><u>\$11,979 56</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$1,028 85
Less operating expenses (excluding all taxes)	794 37
Gross income from all sources	<u>\$234 48</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$50 00
Taxes on earnings and capital stock, Albany	19 49
Taxes other than above, village and school taxes	45 15
Interest on funded debt due and accrued	80 00
Printing and binding R. R. Commissioners' report	44
	<u>195 08</u>
Surplus for year ending June 30, 1892	<u><u>\$39 40</u></u>

General Income Account.

Surplus for year ending June 30, 1892	\$39 40
Surplus up to June 30, 1891	81 43
Total surplus June 30, 1892	<u><u>\$120 83</u></u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u><u>\$1,028 85</u></u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including cable and all other track fixtures	\$196 55
Repairs of buildings and fixtures	6 75
Wages of ticket agents	144 00
Wages of engineers	273 51
Light and fuel	11 30
Fuel, light and other supplies used at power house	73 30
Water tax	30 00
Advertising, printing and office expenses	5 75
Insurance	46 05
Contingencies, freight and expenses	5 85
Total operating expenses	<u><u>\$794 37</u></u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$7,101 55
Cost of equipment	4,878 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	7 00
Supplies on hand	6 47
	<u><u>\$11,993 02</u></u>

LIABILITIES.

Capital stock	\$9,450 00
Funded debt	2,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	322 21
Profit and loss (surplus)	120 83
	<u><u>\$11,993 02</u></u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Feet.
Single track, main line, from shore to top of bluff		478
Second track on main line.....		478
Total length of all tracks and sidings owned		956
Weight of rail per yard		25 lbs.
Gauge of track		4 ft. 8 $\frac{1}{2}$ in.
Open cars.....		2
Schedule time making trip one way.....		45 seconds.
Cars are run.....	Whenever there are passengers.	
Rate of fare per passenger.....		5 cents.
Number of passengers carried in cars during year.....		28,451
Average number of employes (including officials) during year.....		8

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 00
Engineers	12	8 24

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. M. OLDRIN	President	Sea Cliff, N. Y.
J. W. LANE	Vice-President.....	Brooklyn, N. Y.
WM. W. MERSHON	Secretary.....	Sea Cliff, N. Y.
A. C. DAILEY.....	Treasurer.....	74 West 35th st., New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
J. M. OLDRIN	Sea Cliff, N. Y.
J. W. LANE	Brooklyn, N. Y.
WM. W. MERSHON.....	Sea Cliff, N. Y.
ANNIE SANFORD.....	Sea Cliff, N. Y.
LOUIS CHRIST.....	Sea Cliff, N. Y.
T. D. PEET.....	Thomasville, Ga.
A. C. DAILEY.....	New York city.

Title of company, Sea Cliff Inclined Cable Railway Company.
 General offices at Sea Cliff, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in October.
 For information as to this report, address A. C. Dailey, Treasurer.

SECOND AVENUE (New York City).

(Date of charter, January 31, 1853.)

The grant to build this road was obtained from the city of New York December 15, 1852, and the company was chartered under the General Railroad Act of 1850 on January 31, 1853, and by an act passed April 16, 1872, chapter 240, the company was authorized to extend their tracks, and by an act passed May 6, 1884, chapter 252, the company obtained the right from the city authorities in July, 1884, to extend their tracks from Harlem river through First avenue to Fifty-seventh street, and through Ninety-sixth street from First to Second avenue, and by contract with Central Park, North and East River Railroad Company obtained the privilege to run through Fifty-ninth street from First to Second avenue. This extension was built and put in operation on June 15, 1885, and the company also obtained the right to run from Peck Slip to Fulton Ferry, and through Water street and New Bowery from the Bleecker Street and Fulton Ferry Railroad Company by lease.

REPORT OF THE RAILROAD COMMISSIONERS

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500,000	.....
Issued for actual cash.....	16,239	\$1,623,900	\$1,623,900
Issued for extension of bonds and legal services.	2,881	238,100	.....
Total now outstanding	18,620	\$1,862,000	\$1,623,900

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
General cons. mortgage bonds	Nov. 1, 1909	p.c. 5	May and Nov.	\$1,600,000 00	\$1,629,627 50
Debenture bonds.....	Jan. 1, 1909	5	Jan. and July	150,000 00	147,000 00

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		.....	\$1,945,047 63
Buildings and fixtures		\$7,925 82	1,200,819 17
Total cost of road.....		\$7,925 82	\$3,145,866 80
EQUIPMENT.			
Horses .....		.....	\$274,000 00
Harness.....		.....	14,268 99
Cars.....		.....	247,797 00
Wagons, trucks, snow-plows, sleighs.....		.....	26,665 90
Total cost of equipment .....		.....	\$562,681 89
Grand total cost of road and equipment.....		\$7,925 82	\$3,708,698 69

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The amount charged to betterments is for arrears against the property paid during the year.....	\$7,925 82
---	------------

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$962,719 55
Less operating expenses (excluding all taxes)	758,781 89
Net earnings from operation.....	\$203,937 66
<i>Income from other sources, as follows. viz. :</i>	
Rent of car panels, etc	\$2,779 96
Dividend from Marine Bank	10,863 51
	13,643 47
Gross income from all sources	\$217,581 13

Deductions from income, as follows, viz. :

Taxes on earnings and capital stock	\$38,500 00	
Interest on funded debt due and accrued	90,499 92	
Rent.....	8,750 00	
		<u>\$132,749 92</u>

Net income from all sources \$84,881 21

Payments from net income, as follows, viz. :

Dividends declared, 4 per cent on capital stock	74,480 00	
Surplus for year ending June 30, 1892		<u>\$10,881 21</u>

General Income Account.

Surplus for year ending June 30, 1892	\$10,881 21	
Surplus up to June 30, 1891.....	25,764 09	
		<u>\$36,115 30</u>
Deduct sundry arrears paid during the year	8,121 45	
Total surplus June 30, 1892		<u>\$27,993 85</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$962,719 55	
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$2,699 50	
Repairs of buildings and fixtures	2,979 95	
Repairs of cars and other vehicles.....	40,220 88	
Repairs of harness and stable equipment.....	5,449 66	
Horseshoeing.....	21,094 35	
Renewals of horses and mules	46,417 75	
Provender (including expense of grinding).....	175,600 18	
Salaries of general officers and clerks	18,881 88	
Wages of conductors and drivers	253,884 10	
Consent of property owners.....	400 00	
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	125,072 28	
Light and fuel	6,900 37	
Detective service.....	4,322 01	
Water tax	1,875 00	
Damages to persons and property.....	21,966 08	
Accident insurance.....	10,976 00	
Legal expenses.....	5,145 00	
Advertising, printing and office expenses.....	2,619 05	
Interest.....	602 90	
Insurance	4,129 67	
Removal of snow and ice	580 22	
Whitewashing	2,287 90	
Contingencies	2,259 77	
Sprinkling tracks.....	1,455 00	
Total operating expenses.....		<u>\$758,781 89</u>

General Balance Sheet, June 30, 1892.**ASSETS.**

Cost of road	\$3,145,266 80	
Cost of equipment.....	562,881 89	
Current assets, as follows, viz. :		
Cash on hand.....	\$22,379 25	
Open accounts.....	1,881 87	
Supplies on hand.....	4,676 15	
		<u>28,487 27</u>
		<u>\$3,787,185 96</u>

LIABILITIES.

Capital stock	\$1,862,000 00	
Funded debt.....	1,750,000 00	
Current liabilities, as follows, viz. :		
Interest due and accrued.....	\$16,724 33	
Mortgage on real estate.....	60,000 00	
Open accounts	12,504 80	
Sundries.....	7,822 98	
		<u>97,142 11</u>
Profit and loss (surplus).....		<u>27,993 85</u>
		<u>\$3,787,185 96</u>

REPORT OF THE RAILROAD COMMISSIONERS

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500,000	.....
Issued for actual cash.....	16,239	\$1,623,900	\$1,623,900
Issued for extension of bonds and legal services.....	2,381	238,100	.....
Total now outstanding	18,620	\$1,862,000	\$1,623,900

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
General cons. mortgage bonds	Nov. 1, 1909	p.c. 5	May and Nov.	\$1,600,000 00	\$1,622,627 50
Debenture bonds.....	Jan. 1, 1909	5	Jan. and July	150,000 00	147,000 00

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		.....	\$1,945,047 63
Buildings and fixtures		\$7,995 82	1,200,819 17
Total cost of road.....		\$7,995 82	\$3,145,866 80
EQUIPMENT.			
Horses .....		.....	\$274,000 00
Harness.....		.....	14,308 99
Cars.....		.....	247,797 00
Wagons, trucks, snow-plows, sleighs.....		.....	25,665 90
Total cost of equipment .....		.....	\$562,881 89
Grand total cost of road and equipment.....		\$7,995 82	\$3,708,668 69

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The amount charged to betterments is for arrears against the property paid during the year.....	\$7,995 82
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$902,719 55
Less operating expenses (excluding all taxes)	738,781 89
Net earnings from operation.....	\$163,937 66
Income from other sources, as follows. viz. :	
Rent of car panels, etc	\$2,779 96
Dividend from Marine Bank	10,868 51
	13,648 47
Gross income from all sources	\$217,586 13

Deductions from income, as follows, viz. :

Taxes on earnings and capital stock	\$38,500 00	
Interest on funded debt due and accrued	90,499 92	
Rent.....	3,750 00	
		<u>\$132,749 92</u>

Net income from all sources \$84,881 21

Payments from net income, as follows, viz. :

Dividends declared, 4 per cent on capital stock	74,480 00	
Surplus for year ending June 30, 1892		<u>\$10,351 21</u>

General Income Account.

Surplus for year ending June 30, 1892	\$10,351 21	
Surplus up to June 30, 1891.....	25,764 09	
		<u>\$36,115 30</u>
Deduct sundry arrears paid during the year	8,121 45	
Total surplus June 30, 1892		<u>\$27,993 85</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	<u>\$962,719 55</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$12,699 50	
Repairs of buildings and fixtures	2,979 95	
Repairs of cars and other vehicles.....	40,230 83	
Repairs of harness and stable equipment.....	5,449 66	
Horseshoeing.....	21,094 35	
Renewals of horses and mules	46,417 75	
Provender (including expense of grinding).....	175,600 18	
Salaries of general officers and clerks	18,381 86	
Wages of conductors and drivers	253,334 10	
Consent of property owners.....	400 00	
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	125,072 28	
Light and fuel	6,900 37	
Detective service.....	4,322 01	
Water tax	1,875 00	
Damages to persons and property.....	21,966 02	
Accident insurance.....	10,976 00	
Legal expenses.....	5,145 00	
Advertising, printing and office expenses.....	2,619 05	
Interest.....	602 90	
Insurance	4,129 67	
Removal of snow and ice	580 22	
Whitewashing	2,237 90	
Contingencies	2,258 77	
Sprinkling tracks.....	1,455 00	
Total operating expenses.....		<u>\$758,781 89</u>

General Balance Sheet, June 30, 1892.**ASSETS.**

Cost of road	\$3,145,266 80	
Cost of equipment.....	562,881 89	

Current assets, as follows, viz. :

Cash on hand.....	\$22,379 25	
Open accounts.....	1,381 87	
Supplies on hand.....	4,676 15	
		<u>28,437 27</u>
		<u>\$3,737,185 96</u>

LIABILITIES.

Capital stock	\$1,802,000 00	
Funded debt.....	1,750,000 00	

Current liabilities, as follows, viz. :

Interest due and accrued.....	\$16,724 33	
Mortgage on real estate.....	60,000 00	
Open accounts	12,594 80	
Sundries.....	7,822 98	
		<u>97,142 11</u>
Profit and loss (surplus).....		<u>27,993 85</u>
		<u>\$3,737,185 96</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Harlem river to Peck slip.....		8
Single track, branch, from Worth street, Astor place and Eighty-sixth street to Ninety-second street ferry.....		2
Single track, from Harlem river to Fifty-ninth street and First avenue		3.5
Total length of single track on main line and branches.....		13.5
Second track on main line and branches.....		13.5
Sidings on main line and branches		1
Total length of all tracks and sidings owned.....		28
<i>Length of railways actually leased and operated by this company, as follows :</i>		
Single track from Peck slip to Fulton ferry.....		.50
Single track from First avenue and Fifty-ninth street to Second avenue and Fifty-ninth street.....		.06
Total length of single track leased .....		.56
Second track and sidings.....		.56
Total length of all track and sidings leased		1.12
Grand total length of all tracks and sidings owned and leased.....		29.12
Weight of rail per yard.....		60 lbs.
Gauge of track		4 ft. 8 1/4 in.
Number of box cars.....		160
Open cars.....		160
Horses and mules		1,354
Schedule time making trip one way		1 hour and 20 minutes.
Cars are run		Every 1 to 5 minutes.
Rate of fare per passenger.....		5 cents.
Number of passengers carried in cars during year		19,254,381
Average number of employees (including officials) during year.....		605

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, treasurer, secretary, receiver and clerks		\$18,381 85

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11 to 12	\$2 00
Drivers	11 to 12	2 00
Starters	10 to 12	\$2 00 to 2 30
Watchmen.....	11 to 12	1 75
Switchmen	11 to 12	1 75
Roadmen	11	1 75
Hostlers	10 to 11	1 75
Hill boys.....	10	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	1	9
Employees .....	.....	1	1
Others.....	.....	1	1
Total	8	3	11

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE S. HART.....	President	Second ave. and Ninety-sixth st., N. Y. city.
CHARLES F. COX	Vice-President...	Second ave. and Ninety-sixth st., N. Y. city.
JOHN B. UNDERHILL	Secretary	Second ave. and Ninety-sixth st., N. Y. city.
HENRY E. DOREMUS.....	Treasurer	Second ave. and Ninety-sixth st., N. Y. city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
GEORGE S. HART.....	New York city.
CHARLES F. COX.....	New York city.
SAMUEL KNOX.....	New York city.
EDWARD C. SMITH.....	Brooklyn, N. Y.
CHARLES BRONNEMAN.....	New York city.
NOAH C. ROGERS.....	New York city.
JAMES L. BRESEE.....	New York city.
PAYSON MERRILL	New York city.
WILLIAM E. PECK	New York city.
RICHARD A. ANTHONY.....	New York city.
CHARLES E. WELLES	New York city.
GEORGE A. MIDDLEBROOK.....	New York city.
CONSTANT A. ANDREWS.....	New York city.

Title of company, Second Avenue Railroad Company.
General offices at Second avenue and Ninety-sixth street, New York city.
Date of close of fiscal year, March 31.
Date of stockholders' annual meeting, first Monday in April.
For information as to this report, address J. B. Underhill, Secretary.

SIXTH AVENUE (New York City).

(Date of charter, September 6, 1851.)

Articles of association filed at office of Secretary of State December 29, 1851.

(Since February 1, 1892, the Sixth Avenue railroad has been operated for account of the Houston, West Street and Pavonia Ferry Railroad Company, as lessee, and the report of operations herein contained is for that part of the fiscal year ending with January 31, 1892.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter, issued for actual cash and now outstanding	20,000	\$2,000,000	\$2,000,000

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Roadbed, superstructure and rails.....	\$681,605 64
Right of way, real estate and buildings and fixtures.....	909,000 28
Total cost of road	\$1,081,205 92
EQUIPMENT.	
Horses and harness.....	\$187,601 21
Cars, wagons, trucks, snow-plows and sleighs	234,206 15
Total cost of equipment	\$421,807 36
Grand total cost of road and equipment	\$2,048,183 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$401,614 05
Less operating expenses (excluding all taxes).....	308,808 07
Net earnings from operation (July 1, 1891, to January 31, 1892)	\$92,745 98
<i>Income from other sources, as follows, viz. :</i>	
Rentals and interest accrued.....	26,908 14
Gross income from all sources	\$121,744 12
<i>Deductions from income, as follows, viz. :</i>	
Taxes on earnings and capital stock.....	31,116 76
Net income from all sources	\$90,627 36
<i>Payments from net income, as follows, viz. :</i>	
Dividends declared, 8 per cent on capital stock.....	100,000 00
Deficit for year ending June 30, 1892	\$99,372 64

General Income Account.

Deficit for year ending June 30, 1892.....	\$99,372 64
Surplus up to June 30, 1891.....	\$148,517 54
Deduct expenses real estate account.....	5,588 56
	\$136,978 98
Add from suspense account for claims settled.....	10,000 00
	146,978 98
Total surplus June 30, 1892	\$77,606 34

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers, July 1, 1891, to January 31, 1892.....	\$401,614 05
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$26,264 64
Repairs of buildings and fixtures.....	1,278 25
Repairs of cars and other vehicles.....	8,517 02
Repairs of harness and stable equipment	3,503 53
Horseshoeing.....	8,065 39
Renewals of horses and mules	11,691 50
Provender (including expense of grinding).....	60,707 49
Salaries of general officers and clerks	16,941 06
Wages of conductors and drivers.....	94,418 23
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	58,644 22
Light and fuel.....	2,067 07
Water tax	1,225 46
Damages to persons and property	2,811 53
Legal expenses.....	5,546 13
Advertising, printing and office expenses.....	278 06
Insurance	3,093 59
Removal of snow and ice.....	211 03
Contingencies	3,724 04
Total operating expenses.....	\$308,808 07

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$1,021,205 22
Cost of equipment.....	421,857 26
Other permanent investments	6,000 00
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	47,040 20
	\$3,096,173 67

LIABILITIES.

Capital stock	\$2,000,000 00
<i>Current liabilities, as follows, viz. :</i>	
Open accounts.....	18,567 26
Profit and loss (surplus)	77,606 34
	\$3,096,173 67

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Fifty-ninth street to Canal and Varick streets.....		8.44
Second track on main line.....		8.44
Sidings on main line.....		.75
Total length of all tracks and sidings owned.....		7.63
<i>Length of railways owned and operated by this company, in common with Eighth Avenue Railroad Company, as follows:</i>		
Single track from Canal and Varick sta. to Broadway at Canal and Vesey sts....		1.12
Second track from Canal and Varick sta. to Broadway at Canal and Vesey sts ..		1.12
Total length of single track leased.....		2.24
Grand total length of all tracks and sidings owned and leased.....		9.87
Weight of rail per yard		60 lbs.
Gauge of track		4 ft. 8 1/2 in.
Number of box cars.....		102
Open cars		15
Horses.....		1,098
Schedule time making trip one way		48 minutes.
Cars are run		Every 1 to 16 m.
Rate of fare per passenger.....		5 cents.
Number of passengers carried in cars during year (July 1, 1891, to January 31, 1892)		8,082,281
Average number of employes (including officials) during year.....		488

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$18,800
Clerks		6,920

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10 to 12	\$2 00
Drivers	10 to 12	2 00
Starters	10 to 12	\$2 00 and 2 25
Watchmen	10 to 12	1 75
Switchmen	10 to 12	1 75
Roadmen	10 to 12	1 75
Hostlers.....	10 to 12	1 75
Receivers	10	2 55

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Others, not employes.....	2	1	3
Total	3	1	4

Officers of the Company.

Name.	Title.	Official Address.
FRANK CURTIS	President.....	756 Sixth avenue, N. Y. city.
E. H. GARRISON	Secretary and Treasurer..	756 Sixth avenue, N. Y. city.

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
FRANK CURTISS.....	New York city.
HENRY DEMAREST.....	New York city.
ALBERT W. GREEN.....	New York city.
THEO. E. MACY.....	New York city.
CHAS. G. LONDON.....	New York city.
SAM'L THORNE.....	New York city.
HENRY S. MOORE.....	White Plains, N. Y.
F. P. OLCOTT.....	New York city.
EDWARD WESTON.....	New York city.
WM. CARPENTER.....	New York city.
GEO N CURTISS.....	New York city.
JOHN E. ALEXANDER.....	New York city.
F. J. A. GAUS.....	New York city.

Title of company, Sixth Avenue Railroad Company.

General offices at 786 Sixth avenue New York city.

Date of stockholders' annual meeting, second Tuesday of February.

For information concerning this report, address E. H. Garrison, Secretary.

SOUTH FERRY (New York city).

LESSOR.

LESSOR — BROADWAY AND SEVENTH AVENUE.

OPERATED BY HOUSTON, WEST STREET AND PAVONIA FERRY.

No report received for year ending June 30, 1892. Operations included in report of Houston, West Street and Pavonia Ferry Railroad Company, *ante.*— R. R. Commissioners.

STATEN ISLAND BELT LINE.

(Date of charter, July 26, 1887.)

No report received for year ending June 30, 1892. Last information as to this company received by the Board of Railroad Commissioners was that the road was in the hands of James D. Van Hoevenburg, receiver, whose address was 79 Cedar street, New York city. See letter filed with Board December 27, 1890 — R. R. Commissioners.

STEINWAY AND HUNTER'S POINT (Long Island City).

(Date of charter, April 21, 1874.)

The Steinway and Hunter's Point Railroad Company was organized and the certificate of incorporation filed in the office of the Secretary of State at Albany, N. Y., April 23, 1863.

The Long Island City Shore Railroad Company was incorporated under chapter 221, Laws of 1874 (passed April 21, 1874), and having been soon after mortgaged the road was sold at foreclosure at public auction at Queens county court-house April 17, 1883 to Mr. William Steinway, who thereafter, under the General Railroad Act and the laws amending the same, associated himself with other parties and formed the present company, viz.: "The Steinway and Hunter's Point Railroad Company of Long Island City" at the date above stated.

The Broadway and Bowery Bay Railroad Company was chartered June 19, 1862, and leased to the Steinway and Hunter's Point Railroad Company January 2, 1885, and on April 13, 1885, was merged into the latter company by exchange of stock.

The Astoria and Hunter's Point Railroad Company was chartered April 23, 1867, and leased to the Steinway and Hunter's Point Railroad Company January 27, 1885, and on April 18, 1885, was merged into the latter company by exchange of stock.

The Steinway Avenue and Bowery Bay Railroad Company was chartered June 20, 1863, and leased to the Astoria and Hunter's Point Railroad Company July 25, 1883, and with the latter company leased to the Steinway and Hunter's Point Railroad Company January 27, 1885, and on April 18, 1885, merged into the latter company by exchange of stock.

The Jackson and Steinway Avenue Railroad Company was chartered July 23, 1879. In 1881 it was enjoined from operating by order of the Supreme Court. On January 27, 1885, it was leased to the Steinway and Hunter's Point Railroad Company, and on April 18, 1885, merged into the latter company by exchange of stock.

All the above being done by the consent of the Board of Railroad Commissioners of the State of New York. Dated April 7, 1885.

LEASED LINE.

The Riker Avenue and Sandford's Point Railway Company was organized and articles of association filed in the Secretary of State's office, September 23, 1886. The franchise on Riker avenue within Long Island City, was purchased at public auction December 2, 1886, and the grant issued by the mayor and treasurer of Long Island City, N. Y., under date of December 4, 1886, and recorded in Queens county clerk's office, in liber 694 of deeds, December 7, 1886. The consents of a majority of owners in assessed value abutting on the line were filed in Queens county clerk's office, January 22, 1887. The road was completed and running June 1, 1887, and leased with its depot to the Steinway and Hunters Point Railroad Company, in 1887, for \$1,251.90 and payment of all taxes and keeping said road in perfect condition.

The Steinway and Hunter's Point Railroad Company was sold under foreclosure proceedings on January 30, 1892, at Queens county court-house to William Steinway, who as mortgagee has operated its lines to the date of sale of said lines, viz.: March 30, 1892, to the Steinway Railway Company.

Capital Stock and Funded Debt.

	Number of shares.	Total par value.
Authorized by law or charter.....	2,500	\$250,000
Issued for reorganization of Long Island City Shore R. R.....	600	\$60,000
Issued to retire second mortgage.....	500	50,000
Issued in exchange of stock of the following companies: Broadway and B. B. R. R. Co., Astoria and Hunter's Point R. R. Co., Jackson and Steinway Ave. R. R. Co., Steinway Ave. and B. B. R. R. Co ..	1,400	140,000
Total now outstanding.....	2,500	\$250,000

*FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
Steinway and Hunter's Point R. R. Co	July 1, 1903	p.c. 6	Jan. 1 & July 1	\$60,000
Broadway and B. R. R. Co.....	July 1, 1903	6	Jan. 1 & July 1	60,000
Astoria and Hunter's Point R. R. Co	June 1, 1897	7	June 1 & Dec. 1	25,000
Steinway Avenue and B. B. R. R. Co	July 10, 1903	6	Feb. 1 & Aug. 1	20,000
Steinway and Hunter's Point R. R. Co	On demand..	6	Jan. 1 & July 1	100,000
Steinway and Hunter's Point B. R. Co	On demand..	6	Jan. 1 & July 1	80,000
Steinway and Hunter's Point R. R. Co	On demand..	6	Jan. 1 & July 1	105,000
Total .....	.....	....	.....	\$450,000

* Issued partly for cash and partly for exchange of outstanding bonds at the date of the merger, April 18, 1885. The original issue of mortgage bonds of the respective companies now forming the Steinway and Hunter's Point Railroad Company are still outstanding and assumed by the latter company under the merger agreement.

Cost of Road and Equipment.

ROAD.	Additions or betterments during nine months ending March 31, 1892.	Total cost of road and equipment up to March 31, 1892.
Roadbed, superstructure and rails.....	\$10,895 84	\$62,877 55
Real estate.....	.....	6,800 00
Buildings and fixtures.....	439 23	53,439 19
Purchase of constructed road.....	.....	322,556 45
Total cost of road.....	\$11,335 06	\$445,154 19
EQUIPMENT.		
Horses.....	.....	\$40,492 22
Harness.....	\$378 23	6,792 88
Cars, other than motor cars.....	3,297 21	68,866 86
Motor cars and fixtures.....	.....	552 20
Wagons, trucks, snow-plows, sleighs.....	542 86	7,972 51
Total cost of equipment.....	\$4,213 30	\$124,686 69
Grand total cost of road and equipment.....	\$15,548 36	\$569,840 79

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extraordinary items of construction, caused solely by the extensive improvements of Vernon and Jackson lines, under special legislation, for the city of Long Island City.....	\$10,895 84
Additional stalls and alterations to waiting-room at Astoria ferry, also carriage sheds.....	439 23
Increasing harness supply.....	378 23
Completing the increase of box cars in addition to alterations on old ones.....	3,297 21
New wagon for superintendent, sprinklers, overhauling watering cart, etc.....	542 86
Total.....	\$15,548 36

Income Account for Nine Months Ending March 31, 1892.

Gross earnings from operation.....	\$112,778 81
Less operating expenses (excluding all taxes).....	114,536 48
Net deficit from operation.....	\$1,757 67
Income from other sources, as follows, viz.:	
Brooklyn and Croastown Railroad Company.....	\$240 00
Long Island City and Newtown Railroad Company for use of Borden avenue track from Vernon avenue to Hunter's Point ferries..	75 00
Sales of horses.....	409 45
	724 45
Gross deficit from all sources.....	\$1,033 22
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$1,114 16
Taxes on earnings and capital stock.....	88 45
Taxes other than above.....	113 54
Interest on funded and unfunded debt due and accrued.....	20,437 50
Discount.....	3,002 62
Rental of leased lines, Riker avenue and Sandford's Point railroad.	1,318 94
Stalls and waiting room at Astoria ferry.....	697 40
	26,767 61
Deficit for nine months ending March 31, 1892.....	\$37,800 83

General Income Account.

Deficit for nine months ending March 31, 1892.....	\$37,800 83	
Deficit up to June 30, 1891.....	.....	\$220,111 21
Spurious coin.....	118 25	
Reducing horse account.....	5,100 00	
Rent and operating expenses....	60 68	
Discount and interest.....	111 16	
	\$33,190 92	
Deduct credit item of interest on funded debt.....	450 00	
		22,740 92
Total deficit March 31, 1892.....		\$252,852 13

STEINWAY AND HUNTER'S POINT.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$112,568 21
From tickets	210 60
Total gross earnings.....	<u>\$112,788 81</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$2,826 85
Repairs of buildings and fixtures.....	716 78
Repairs of cars (not motors) and other vehicles.....	5,170 55
Repairs of motor cars and fixtures.....	87 06
Repairs of harness and stable equipment.....	1,581 21
Horseshoeing	2,622 73
Provender (including expense of grinding).....	27,557 95
Salaries of general officers and clerks.....	7,094 22
Wages of conductors and drivers on horse cars	80,749 48
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	23,629 54
Light and fuel other than at power house.....	1,820 19
Water tax.....	85 78
Damages to persons and property.....	1,594 60
Legal expenses.....	1,706 41
Advertising, printing and office expenses.....	2,026 57
Insurance.....	1,814 98
Removal of snow and ice, miscellaneous expenses.....	992 07

Contingencies :

Stable supplies	\$2,051 00
Oil and waste.....	278 52
Horse medical attendance.....	600 19
Medical attendance to persons	650 00
	<u>3,580 01</u>

Total operating expenses.....	<u>\$114,586 48</u>
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$445,154 10
Cost of equipment.....	124,656 69

Current assets as follows, viz. :

Cash on hand.....	\$37 25
Open accounts	2,436 32
Supplies on hand	4,851 18
	<u>7,324 75</u>
Profit and loss (deficiency).....	252,852 13
	<u>\$630,497 07</u>

LIABILITIES.

Capital stock	\$250,000 00
Funded debt	450,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	32,393 49
Bills payable and loans.....	98,355 28
Open accounts.....	4,748 90
	<u>\$680,497 07</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :

	Miles.
Single track, main line, from Hunter's Point ferries to Astoria and Steinway....	18
Single track, branch, from East river, at Broadway, to Steinway avenue	2
Single track, branch, from corner of Flushing and Steinway avenues to city line.	.50
Total length of single track on main line and branches.....	<u>15.50</u>
Secor d track on main line and branches.....	10.75
Sidings on main line and branches.....	2
Total length of all tracks and sidings owned.....	<u>28.25</u>

Length of railways actually leased and operated by this company, as follows :

Single track from Steinway avenue to Grand pier. Bowery Bay.....	1.75
Single track from east end of Flushing avenue to Bowery Bay road.....	.75
Total length of single track leased.....	2.50
Second track and sidings.....	.75
Total length of all tracks and sidings leased.....	3.25
Grand total length of all tracks and sidings owned and leased.....	31.50

Weight of steel rail per yard.....	47 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Number of box cars, not motors.....	60
Open cars, not motors.....	30
Horses and mules.....	270
Number of motor cars.....	3
Schedule time making trip one way:	
Via Steinway and Jackson avenues.....	40 minutes.
Via Vernon avenue.....	50 minutes.
Cars are run.....	Every 5 to 15 min.
Rate of fare per passenger.....	5 cents; school children, 2 and 3 cents.
Number of passengers carried in cars during nine months.....	2,256,512
Average number of employes (including officials) during year.....	100

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
President.....		\$2,000 00
General manager.....		2,400 00
Bookkeeper at depot.....		1,300 00
Bookkeeper at 111 East Fourteenth street.....		200 00
Receivers.....		832 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	12	2 00
Watchmen.....	12	1 75
Roadmen.....	12	1 50
Hostlers and stablemen.....	10	1 75
Blacksmith and car builders.....	10	2 50
Horseshoers.....	10	3 50
Car builders.....	10	2 00

NUMBER OF ACCIDENTS.

	Injured.
Passengers.....	2

Officers of the Company.

Name.	Title.	Official Address.
LOUIS VON BERNUTH.....	President.....	111 E. 14th st., N. Y. city.
CHARLES F. TRETBAR.....	Secretary and Treasurer..	111 E. 14th st., N. Y. city.
A. S. MOULTON.....	Superintendent.....	Long Island City, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM STEINWAY.....	New York city.
LOUIS VON BERNUTH.....	Long Island City.
CHARLES F. TRETBAR.....	New York city.
HARRY D. LOW.....	Mount Vernon, N. Y.
WALTER C. FOSTER.....	Long Island City.
HENRY A. CASSEBEER, Jr.....	Long Island City.
H. E. KLEBER.....	New York city.

Title of company, Steinway and Hunter's Point Railroad Company.
General offices at 111 East Fourteenth street, New York city, and Steinway, Long Island City, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Friday in April.
For information concerning this report, address Louis Von Bernuth, President, 111 East Fourteenth street, New York city.

STEINWAY.

(Date of charter, March 22, 1892.)

The Steinway Railway Company of Long Island City was organized and incorporated March 22, 1892, under and by virtue of "The Railroad Law" of the State of New York, for the purpose of building, maintaining and operating a railroad, or of maintaining and operating a railroad already built, not owned by a railroad corporation, or for both purposes, in, upon, through and along the streets, avenues and highways in the city of Long Island City and in the townships of Newtown and Flushing. It will be twenty-six miles long and its terminus will be in said Steinway in the said Long Island City and the said townships. Its number of incorporators is fifteen and its board of directors is composed of nine persons, who shall manage the affairs for the first year. Its principal office is to be located in Steinway or Long Island City and county of Queens. On March 30, 1892, this company, by proper deed of conveyance, purchased free and clear from all incumbrances all of the real and personal property, rights, franchise, equipments, cars, horses, tools, fixtures, plant and assets and all other appurtenances formerly owned by the Steinway and Hunter's Point Railroad Company, by the issue and delivery of 24,785 shares of the capital stock and 600 first mortgage bonds of this company at \$1,000 each, and at once assumed active control of the entire lines.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500 000	.....
Issued for actual cash	265	\$26,500	\$26,500
Issued for the purchase of the old Steinway and Hunter's Point Railroad Company, free and clear from all incumbrances	24,785	2,473,500	.....
Total now outstanding	25,000	\$2,500,000	\$26,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Steinway Railway Company	July 1, 1923	p.c. 6	Jan. 1 and July 1	\$600,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during quarter ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$41,068 48	\$90,475 12
Electric appliances pertaining to road and superstructure	8,800 00	8,800 00
Right of way .....	.....	13,470 86
Real estate .....	.....	6,300 00
Buildings and fixtures, exclusively used for electric purposes	12,667 23	12,667 23
All other buildings and fixtures	1,755 68	55,173 78
Purchase of constructed road .....	.....	2,820,884 48
Total cost of road	\$64,291 44	\$3,007,773 57

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses	\$850 00	\$41,338 22
Harness.....	660 73	7,453 61
Cars, other than motor cars	1,120 83	69,987 71
Motor cars and fixtures.....	16,982 70	16,982 70
Darnier motor car .....	.....	582 20
Wagons, trucks, snow-plows, sleighs	157 98	8,130 49
Total cost of equipment	\$19,773 24	\$144,438 93
Grand total cost of road and equipment.....	\$84,063 68	\$3,152,212 50

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The Steinway Railway Company is now changing the motive power of its road, viz., from that of horse into electric. The entire portion operated between the Astoria ferry and its depot, thence over the leased tracks of the Riker Avenue and Sandford's Point Railroad Company to Riker avenue depot, is rapidly approaching completion, and will be operated under what is known as the Elckemeyer-Field system. The items entering into cost of organization consist of State tax, lawyer fees, premium on guaranteeing title for \$1,000,000, engraving, stock-book and bonds, certifying 600 \$1,000 bonds, etc. A single track of steel rails is now being laid on Jackson avenue from the corner of Jackson and Steinway avenues to Woodside. Extraordinary items of construction have been incurred by the extensive improvements of Vernon and Jackson avenues, now being made by the city under special legislation	\$41,068 43
The electrical appliances were made to the portion of electric roads referred to. A temporary power plant has been erected adjoining Steinway & Sons' factory in Long Island City, containing three large belts for dynamos, pulleys, shafting, hangers, etc., three 100-horse power dynamos, and all other appliances complete and ready for attachment of line wire.....	8,800 00
A new carriage house and additional stables have been added to stable at Astoria ferry	12,667 32
Additional horses purchased to meet summer traffic.....	1,756 98
Also harness for same purpose.....	850 00
Constructing new cars, improving and altering old ones.....	660 73
Labor and material in altering six cars for electric motors, including six motors and all connections.....	1,120 83
Additions to this equipment.....	16,982 70
	157 98
Total.....	\$84,063 68

Income Account for Quarter Ending June 30, 1892.

Gross earnings from operation	\$41,740 92
Less operating expenses (excluding all taxes).....	37,001 14
Net earnings from operation	\$4,739 78
Income from other sources as follows, viz. :	
Brooklyn Crosstown Railroad Company	\$80 00
Long Island City and N. R. R. Co., for use of Borden avenue track from Vernon avenue to Hunter's Point ferries.....	25 00
	105 00
Gross income from all sources.....	\$4,844 78
Deductions from income, as follows, viz. :	
Taxes on earnings and capital stock.....	\$209 23
Taxes other than above	18 74
Interest on funded debt due and accrued.....	9,000 00
Interest on unfunded debt.....	534 11
Rent of leased lines, R. Ave. and S. Pt. R. R.....	437 98
Rent of stalls and waiting room at Astoria ferry	256 00
	10,456 06
Deficit for quarter ending June 30, 1892	\$5,611 30

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passenger fares	\$41,698 98
Car tickets.....	47 98
Total gross earnings.....	<u>\$41,740 98</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$619 28
Repairs of buildings and fixtures	165 51
Repairs of cars (not motors) and other vehicles.....	2,856 78
Repairs of harness and stable equipment.....	546 84
Horseshoeing.....	818 77
Renewals of horses and mules.....	429 89
Provender (including expense of grinding)	9,279 94
Salaries of general officers and clerks.....	2,279 58
Wages of conductors and drivers on horse cars	9,683 80
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	6,988 07
Light and fuel, other than at power house	814 95
Water tax	20 00
Damages to persons and property.....	170 15
Legal expenses	651 19
Advertising, printing and office expenses	785 18
Insurance.....	274 25
Contingencies: Stable supplies, \$606.37; oil and waste, \$103.14	709 51
Horse medical attendance, \$174.65; miscellaneous expense, \$284.83	459 48
Total operating expenses.....	<u>\$37,001 14</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$3,007,773 57
Cost of equipment	144,488 98
Current assets, as follows, viz.:	
Cash on hand.....	\$817 25
Open accounts.....	10,011 96
Supplies on hand	3,765 16
	<u>14,594 37</u>
Profit and loss (deficiency)	5,611 28
	<u>\$3,172,418 15</u>

LIABILITIES.

Capital stock	\$2,500 000 00
Funded debt.....	600,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued	\$8,978 42
Bills payable and loans	39,114 54
Open accounts	24,825 19
	<u>72,418 15</u>
	<u>\$3,172,418 15</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Hunter's Point ferries to Astoria and Steinway.....	18
Single track, branch, from East river, at Broadway, to Steinway avenue.....	2
Single track, branch, from corner Flushing and Steinway avenues to city line...	.50
Also from Jackson and Steinway avenues to Woodside, in course of construction, about .....	.75
Total length of single track on main line and branches	<u>16.25</u>
Second track on main line and branches	10.75
Sidings on main line and branches	2
Total length of all tracks and sidings owned.....	<u>29</u>
Length of railways actually leased and operated by this company, as follows:	
Single track from Steinway avenue corner Riker avenue to Grand pier, North Beach.....	1.75
Single track from east end of Flushing avenue to Bowery Bay road .....	.75
Total length of single track leased.....	<u>2.50</u>
Second track and sidings.....	.75
Total length of all tracks and sidings leased.....	<u>3.25</u>
Grand total length of all tracks and sidings owned and leased	<u>32.25</u>

Weight of duplex rail per yard	66 lbs.
Weight of girder rail per yard	70 lbs.
Weight of steel rail per yard.....	47 lbs.
Gauge of track.....	4 ft. 8 $\frac{1}{2}$ in.
Number of box cars, not motors.....	54
Open cars, not motors.....	39
Horses and mules.....	279
Number of motor cars	6
Cars are run	Every 5 to 15 minutes.
Schedule time making trip one way:	
Via Steinway and Jackson avenues	40 minutes.
Via Vernon and Flushing avenues.....	50 minutes.
Rate of fare per passenger.....	5 cents; school children, 2 and 3 cents.
Number of passengers carried in cars during quarter	835,439
Average number of employes (including officials) during quarter	159

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.	Annual salary.
General manager.....	\$3,000 00
Secretary.....	2,000 00
Bookkeeper at 111 East Fourteenth street.....	260 00
Bookkeeper at depot.....	1,300 00
Receivers at depot.....	832 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	12	2 00
Watchmen	12	1 75
Roadmen.....	12	1 50
Hostlers and stablemen.....	10	1 75
Blacksmith.....	10	2 50
Horseshoers	10	2 50
Carpenters (car builders).....	10	2 50

NUMBER OF ACCIDENTS.

	Injured.
Passengers.....	7
Others not employes	1
Total.....	8

Officers of the Company.

Name.	Title.	Official Address.
GEORGE A. STEINWAY.....	President	109 E. 14th st. N. Y. city.
LOUIS VON BERNUTH.....	Secretary.....	111 E. 14th st. N. Y. city.
HARRY D. LOW	Treasurer	111 E. 14th st. N. Y. city.
ALFRED D. MOULTON.....	Superintendent.....	Steinway, Long Island City.

Directors of the Company.

Name.	Residence.
GEORGE A. STEINWAY.....	Great Neck, N. Y.
LOUIS VON BERNUTH.....	Long Island City.
ADOLPH H. BURKARD.....	Long Island City.
DAVID HORN.....	Long Island City.
HARRY D. LOW.....	Mount Vernon, N. Y.
CHARLES H. STEINWAY.....	New York city.
HENRY ZIEGLER.....	New York city.
HENRY A. CASSEBEER, Jr.....	Long Island City.
CHARLES F. TRETBAR.....	New York city.

Title of company, Steinway Railway Company of Long Island City.
General offices at Steinway, Long Island City, N. Y., and 111 East Fourteenth street, New York city.
Date of close of fiscal year June 30.
For information concerning this report, address Louis Von Bernuth, Secretary, 111 E. Fourteenth street, New York city.

STILLWATER AND MECHANIOVILLE.

(Date of charter, November 18, 1882.)

Organized in fall of 1882 and completed the following year.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,600	\$40,000	.....
Issued for actual cash.....	400	\$10,000	\$10,000
Issued on account of construction.....	28	700	700
Issued for dividends.....	85	875	.....
Total now outstanding	463	\$11,575	\$10,700

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Apr. 1, 1893	p.c. 6	April and Oct.	\$12,000	\$12,000
Second mortgage bonds.....	Apr. 1, 1900	6	April and Oct.	5,500	5,500

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		.....	\$28,914 96
Real estate.....		.....	800 00
Buildings and fixtures.....		.....	802 57
Total cost of road .....		.....	\$25,517 53
EQUIPMENT.			
Horses		\$287 50	\$1,177 20
Harness .....		.....	75 00
Cars.....		.....	8,000 00
Wagons, trucks, snow-plows, sleighs .....		.....	274 73
Total cost of equipment.....		\$287 50	\$1,526 93
Grand total cost of road and equipment		\$287 50	\$30,044 46

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Team horses (less one horse sold)	\$287 80
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$6,607 40
Less operating expenses (excluding all taxes)	4,848 28

Net earnings from operation	\$1,759 17
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Income from other sources, as follows, viz.:

Advertising in car	50 00
Manure	31 50

Gross income from all sources	\$1,840 67
-------------------------------------	------------

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$178 80
Taxes on earnings and capital stock	38 71
Taxes other than above	21 00
Interest on funded debt due and accrued	1,045 00
	<hr/> 1,282 11

Net income from all sources	\$558 56
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Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on capital stock	558 00
---	--------

Surplus for year ending June 30, 1892	\$3 56
---	--------

General Income Account.

Surplus for year ending June 30, 1892	\$3 56
Surplus up to June 30, 1891	493 58

Total surplus June 30, 1892	\$497 08
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$5,983 20
From express earnings	334 08
From freight, errands and mail	290 15
Total gross earnings	<hr/> \$6,607 40

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$751 84
Repairs of buildings and fixtures	46 08
Repairs of cars and other vehicles	106 43
Repairs of harness and stable equipment	104 08
Horneshoeing	150 35
Provender (including expense of grinding)	1,006 80
Salaries of general officers and clerks	287 50
Wages of conductors and drivers	1,375 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	491 2
Light and fuel	75 4
Shed rent	5 0
Damages to persons and property	108 5
Advertising, printing and office expenses	35 1
Insurance	44 0
Removal of snow and ice	250 51
Contingencies: Oil and waste	5 4

Total operating expenses	<hr/> \$4,848 28
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STILLWATER AND MECHANIOVILLE.

905

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$25,517 58
Cost of equipment.....	4,586 98
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	88 78
Supplies on hand	165 85
	<u>\$90,298 58</u>

LIABILITIES.

Capital stock.....	\$11,575 00
Funded debt.....	17,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$286 85
Dividends unpaid.....	285 00
Open accounts	204 60
	<u>726 45</u>
Profit and loss (surplus)	497 08
	<u>\$30,298 58</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Stillwater to Mechanicville	4.25
Sidings on main line and branches .....	.07
Total length of all tracks and sidings owned.....	<u>4.42</u>
Weight of rail per yard	25 and 30 lbs.
Gauge of track.....	4 ft. 8 1/2 in.
Number of cars, not motors.....	3
Open cars, not motors.....	1
Horses and mules.....	8
Schedule time making trip one way.....	45 minutes.
Cars are run.....	7 trips per day.
Rate of fare per passenger	15c. 10c. and 5c.
Number of passengers carried in cars during year.....	58,387
Average number of employes (including officials) during year.....	7

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

	Annual salary.
President and superintendent	\$150 00
Secretary and treasurer.....	150 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	\$2 00
Drivers.....	10	1 50
Roadmen	10	1 50
Hostlers.....	12	1 50

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM L. DENISON.....	President and Superintendent....	Stillwater, N. Y.
EDWARD I. WOOD	Secretary and Treasurer	Stillwater, N. Y.
LYMAN SMITH.....	Treasurer's Assistant	Stillwater, N. Y.
PETER VAN VECHTEN	Vice-Pres. and Purchasing Agt...	Stillwater, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM L. DENISON	Stillwater, N. Y.
WILLIAM DENISON	Stillwater, N. Y.
WILLIAM H. BLOOD	Stillwater, N. Y.
TROS. O. PRAY	Stillwater, N. Y.
LYMAN SMITH	Stillwater, N. Y.
WM. W. SMITH	Stillwater, N. Y.
PETER VAN VECHTEN	Stillwater, N. Y.
PETER O. WETSEL	Stillwater, N. Y.
EDWIN H. WETSEL	Stillwater, N. Y.
EDWARD I. WOOD	Stillwater, N. Y.
S. FRANCIS WOOD	Stillwater, N. Y.
W. R. PALMER	Stillwater, N. Y.
GEORGE H. LANSING	Stillwater, N. Y.
MERRIT F. HUTCHINS	Mechanicville, N. Y.
HERBERT O. BAILEY	Mechanicville, N. Y.

Title of company, Stillwater and Mechanicville Street Railway Company.

General offices at Stillwater, Saratoga county, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Friday in November.

For information concerning this report, address Edward I. Wood, Secretary.

SYRACUSE CONSOLIDATED.

(Date of charter, May 22, 1890.)

On July 1, 1890, the Syracuse Consolidated Street Railway Company, under its charter, took possession of the following street railways of Syracuse under perpetual leases from said several railroad companies, to wit: Third Ward Railroad Company, Fourth Ward Railroad Company, Fifth Ward Railroad Company, Seventh and Eleventh Wards Railroad Company, Genesee and Water Street Railroad Company, Woodlawn and Butternut Street Railroad Company, Syracuse and Geddes Railroad Company and New Brighton and Onondaga Valley Railroad, which railroads have since been operated by said company.

This company is now operating 173½ miles of its roads by electricity and 18¼ miles by horse power.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	12,500	\$1,250,000	.....
Issued for actual cash.	40	\$4,000	\$4,000
Issued on account of construction	12,460	1,246,000	1,246,000
Total now outstanding	12,500	\$1,250,000	\$1,250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST		Amount outstanding	Cash realized on amount outstanding
		Rate	When payable		
First mortgage	July 1, 1900	5	Jan & July	\$1,242,000	\$228.9
Prior liens:					
Seventh Ward road.	Aug. 1, 1906	6	Feb. & Aug.	500	..
Fourth Ward road	May 1, 1908	6	May & Nov.	2,500	..
Syracuse and Geddes road	Sept. 1, 1907	6	Mar. & Sept.	500	..
Woodlawn & Butternut Street road.	Sept. 1, 1907	6	Mar. & Sept.	2,900	..
Total				\$1,248,400	\$232.9

* Issued for property, \$1,000,000.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$66,366 46	\$2,277,513 87
Electric appliances pertaining to road and superstructure	8,150 00	86,243 95
Real estate.....		44,728 00
Buildings and fixtures, exclusively used for electric purposes		15,584 00
All other buildings and fixtures	11,954 82	44,729 02
Total cost of road.....	\$86,471 28	\$2,418,798 84
EQUIPMENT.		
Horses		\$31,879 70
Harness	\$203 00	8,344 90
Cars, other than motor cars		30,917 00
Motor cars and fixtures.....	17,353 96	91,148 84
Wagons, trucks, snow-plows, sleighs.....		5,048 00
Total cost of equipment.....	\$17,556 96	\$162,338 44
Grand total cost of road and equipment.....	\$104,028 00	\$2,581,131 78

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Roadbed, superstructure and rails, changing horse roads to electric roads.....	\$66,366 46
Electric appliances, poles, wire, etc.....	8,150 00
All other buildings and fixtures, adding generator to power house, lathes and other machinery to machine shop and changing a barn to be used as a machine shop, carpenter and paint shops	11,954 82
Total	\$86,471 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$217,117 63
Less operating expenses (excluding all taxes).....	164,007 84
Net earnings from operation	\$53,109 79
<i>Income from other sources, as follows, viz.:</i>	
Rent from real estate.....	837 60
Gross income from all sources	\$53,947 39
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$5,322 17
Interest on funded debt due and accrued	66,051 94
	71,374 11
Deficit for year ending June 30, 1892.....	\$17,426 72

General Income Account.

Deficit for year ending June 30, 1892	\$17,426 72
Surplus up to June 30, 1891.....	896 78
Total deficit June 30, 1892	\$16,529 96

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$217,117 63
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$214 28
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures.....	1,127 17
Repairs of buildings and fixtures, exclusively used for mechanical power	255 02
Repairs of all other buildings and fixtures.....	600 00
Repairs of cars (not motors) and other vehicles.....	1,308 05
Repairs of motor cars and fixtures.....	9,702 20
Repairs of harness and stable equipment.....	775 15
Horseshoeing.....	3,945 90
Provender (including expenses of grinding)	25,700 27
Salaries of general officers and clerks	7,736 05
Wages of conductors and drivers on horse cars	27,437 74
Wages of conductors and motor men on cars propelled by mechanical traction..	23,947 05
Wages of engineer, firemen and all others employed at power house.....	6,506 06
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	16,753 27
Light and fuel, other than at power house	2,972 07
Fuel, light and other supplies used at power house.....	14,001 07
Water tax.....	95 77
Damage to persons and property	250 25
Legal expenses.....	170 22
Advertising, printing and office expenses.....	2,314 54
Insurance	4,016 18
Removal of snow and ice.....	2,371 58
Contingencies	1,555 54
Total operating expenses	\$164,007 04

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$2,418,708 24
Cost of equipment	102,525 44
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,917 61
Open accounts.....	5,791 11
Supplies on hand.....	1,000 00
Profit and loss (deficiency).....	15,520 95
	\$2,006,570 45
LIABILITIES.	
Capital stock	\$1,250,000 00
Funded debt.....	1,248,400 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	105,000 00
Open accounts.....	2,970 45
	\$2,006,570 45

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line		24
Single track, branch.....		3
Total length of single track on main line and branches.....		27
Second track on main line and branches		5.32
Sidings on main line and branches		2.24
Total length of all tracks and sidings owned		34.57
Weight of rail per yard	35 to 60 1/2 lbs.	
Gauge of track	4 ft. 8 1/4 in.	
Number of box cars, not motors		68
Open cars, not motors.....		17
Horses and mules.....		2
Number of motor cars		1
Dummies		1
Schedule time making trip one way.	Every 20 min	
Cars are run.....	Every 5 and 10 min	
Rate of fare per passenger.....	3, 4 and 5 cent	
Number of passengers carried in cars during year.....	4,825,1	
Average number of employees (including officials), during year	4	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary
General manager, general superintendent, electrician, bookkeeper, collector, clerks, messenger.....		\$10,005

OTHER EMPLOYES

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 48
Drivers.....	10	1 48
Watchmen	12	1 82
Roadmen	10	1 50
Hostlers.....	10	1 82
Foreman	14	1 97
Engineers.....	10	1 65

Officers of the Company.

Name.	Title.	Official Address.
JOHN DUNN, Jr.....	President.....	Syracuse, N. Y.
THEODORE L. POOLE	Secretary	Syracuse, N. Y.
FRED C. EDDY	Treasurer	Syracuse, N. Y.
ADELBERT BARTLETT	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	Residence.
JOHN DUNN, Jr.....	Syracuse, N. Y.
B. S. ALDRICH	Syracuse, N. Y.
F. C. EDDY.....	Syracuse, N. Y.
T. L. POOLE.....	Syracuse, N. Y.
M. C. PALMER.....	Syracuse, N. Y.
JOHN S. KAUFFMAN.....	Syracuse, N. Y.
WM. A. BEACH.....	Syracuse, N. Y.
A. A. SCHENCK.....	Syracuse, N. Y.
LOUIS MARSHALL.....	Syracuse, N. Y.
L. R. BACON	New York city.
CASSIMER TAG.....	New York city.
CLARENCE H. WILDS.....	New York city.
SIMON WORMSER	New York city.

Title of company, The Syracuse Consolidated Street Railway Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in January.
For information concerning this report, address F. C. Eddy, Treasurer.

* SYRACUSE, EASTWOOD HEIGHTS AND DEWITT.

(Date of charter, September 6, 1890.)

This company was organized as a street surface railroad, to be operated from the eastern boundary of the city of Syracuse to the center of the village of East Syracuse, about four miles in length. On December 22, 1890, a franchise was given it by the city of Syracuse to extend its tracks from its then western terminus westerly through various streets to Warren street, in the center of the city of Syracuse, a distance of about two miles. In December, 1890, the town authorities of the town of DeWitt gave the company the right to extend its tracks from a point near Messina Springs, in the town of DeWitt, westerly to the eastern boundary of Syracuse, a distance of about one and one-half miles. On March 16, 1891, the city of Syracuse gave said company a franchise to extend its tracks through East James street about one and one-half miles, connecting the east extension with the prior one, making continuous lines total length about nine miles. Franchises have been granted the road to operate by electricity, and it is the intention to so operate it. About four miles of track are now laid, and the work is still in progress. The road is incorporated under the general laws of the State applicable to street surface railroads.

* Road not as yet in actual operation.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
* Authorized by law or charter, issued for actual cash and now outstanding	400	\$40,000	\$0,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Rate of interest.	Amount outstanding.	Cash realized on amount outstanding.
Mortgage to secure bonds to be issued.....	6 per ct.	\$1,000	\$1,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$19,880 31	.....
Total cost of road.....	\$19,880 31	\$45,297 34

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

During the past year about two miles of track has been laid, track graded, etc., and about one mile more of road has been graded and ready for rails. The ties have been purchased for this, and upwards of \$1,000 has been expended in grading and making excavations upon private lands over which the road is to run. The company has for some time been awaiting an opportunity to make arrangements with private owners for a strip of land now in litigation, over which to lay its tract, connecting the track already laid with the road now graded and ready for the rails.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$45,297 34
Current assets, as follows, viz.:	
Cash on hand.....	794 34
	<u>\$46,091 68</u>

LIABILITIES.

Capital stock	\$0,000 00
Funded debt.....	1,000 00
Current liabilities, as follows, viz.:	
Open accounts, to directors.....	35,157 00
Sundries.....	933 68
	<u>\$46,091 68</u>

* Increased to 1,500 in June, 1891. None of the increased stock has been issued or disposed of. Forty shares of the original stock were paid for in full, and upon the 360 shares ten per cent cash has been paid in.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Syracuse to East Syracuse	1	8.50
Single track, branch, from Messina Springs to Sedgwick street		1.50
Total length of single track on main line and branches		5.
Weight of rail per yard		85 lbs.
Gauge of track		4 ft. 8½ in.
Number of box cars		1
Open cars		1
Dummies		1

Officers of the Company.

Name.	Title.	Official Address.
NELSON L. WILLIAMS	President.....	Syracuse, N. Y.
GEORGE B. LEONARD.....	Secretary and Treasurer.....	Syracuse, N. Y.
ADELBERT L. WILLIAMS	Superintendent.....	Syracuse, N. Y.

Directors of the Company.

Name.	Residence.
NELSON L. WILLIAMS	Syracuse, N. Y.
GEORGE B. LEONARD.....	Syracuse, N. Y.
LUZERNE WILLIAMS.....	Syracuse, N. Y.
EDWARD S. TEFPT	Syracuse, N. Y.
GEORGE B. WARNER.....	Syracuse, N. Y.
MOWBY S. WILLIAMS.....	Syracuse, N. Y.
THOMAS LEONARD.....	Syracuse, N. Y.

Title of company, Syracuse, Eastwood Heights and De Witt Railroad Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, not fixed.
Date of stockholders' annual meeting, second Tuesday in October.
For information as to this report, address George B. Warner.

THIRD AVENUE (New York city).
(Date of charter, October 8, 1853.)

This company, in the form of a partnership, obtained from the city of New York a grant to build a road from Park Row to the Harlem river, and under said grant they constructed the road from Park Row through Chatham street, Bowery and Third avenue to Sixty-first street, and equipped and operated the same, as well as a line of omnibuses. In October, 1853, the present company was chartered, with a capital of \$1,170,000, and continued construction, extending the road to the Harlem river, and in 1870 they leased the road through One Hundred and Twenty-fifth street, from the East river to the Hudson river, with necessary stables and other buildings, and later, in 1880, acquired full control of the same by purchase. In 1883, they commenced to build a road on Tenth avenue from One Hundred and Twenty-fifth to One Hundred and Eighty-sixth street, to be operated by cable, which was completed in 1886, and is now in operation. The company is now cabling the main line on Third avenue, and expects to have same completed before the end of 1892.

The cable road on Third avenue has been very much delayed, caused by unforeseen obstructions, but the company is in hopes of running it before the end of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	50,000	\$5,000,000
Issued for actual cash on account of construction and now outstanding.....	40,000	4,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bonds.....	1937	p.c. 5	Jan. and July	\$5,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of cable appliances pertaining to road and superstructure.....	.....	\$1,443,165 42
Cable appliances pertaining to road and superstructure .....	.....	1,286,453 11
Real estate.....	\$186 79	52,924 51
Buildings and fixtures exclusively used for cable purposes	1,716 27	350,878 02
All other buildings and fixtures.....	65,506 21	1,002,616 42
Total cost of road.....	\$68,409 25	\$4,825,549 48

EQUIPMENT.		
Horses .....	.....	\$329,250 00
Machinery, boilers, engines and cables.....	\$58,205 71	234,831 10
Cars, other than cable cars.....	.....	329,581 79
Cable cars and fixtures .....	.....	99,850 19
Harness, tools, etc .....	.....	30,000 00
Total cost of equipment.....	\$58,205 71	\$1,023,513 08
Grand total cost of road and equipment.....	\$126,614 96	\$5,849,061 56

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Assessment on cable building.....	\$216 27
Improvement on cable building.....	1,500 00
Arrears of assessment on buildings.....	26,805 12
Completion of new Harlem depot.....	89,701 06
Assessment on real estate.....	176 77
Improvement in cable road machinery, including additional boilers	58,205 71
	\$126,614 96
Less for real estate taken by the city of New York for improvements.....	14,260 00
Total.....	\$112,354 96

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$1,741,072 47
Less operating expenses (excluding all taxes).....	1,184,804 35
Net earnings from operation	\$556,268 12
Income from other sources, as follows, viz.:	
Rent	\$19,294 83
Interest.....	6,638 94
	25,933 77
Gross income from all sources	\$582,201 89

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$97,778 06	
Taxes on earnings and capital stock	15,558 07	
Taxes other than above	43,475 58	
Interest on funded debt due and accrued.....	175,000 00	
On mortgage.....	2,800 00	
		<u>\$264,106 90</u>

Net income from all sources \$318,094 99

Payments from net income, as follows, viz.:

Dividends declared on \$2,000,000, 6 per cent.....	\$120,000 00	
Dividends declared on \$3,000,000, 4 per cent	120,000 00	
		<u>\$240,000 00</u>

Surplus for year ending June 30, 1892 \$78,094 99

General Income Account.

Surplus for year ending June 30, 1892.....	\$78,094 99
Surplus up to June 30, 1891	33,656 49
	<u><u>\$111,751 48</u></u>

Analysis of Gross Earnings and Operating Expenses.

From passengers \$1,741,072 47

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$13,754 08
Repairs of buildings and fixtures.....	855 08
Repairs of cars and other vehicles	13,818 26
Repairs of harness and stable equipment	8,054 19
Horseshoeing.....	28,231 30
Renewals of horses and mules.....	149,606 61
Provender (including expense of grinding)	162,422 02
Salaries of general officers and clerks.....	30,349 84
Wages of conductors and drivers on horse cars.....	267,189 09
Wages of conductors and cablemen on cars propelled by mechanical traction ...	104,092 70
Wages of engineer, firemen and all others employed at power house.....	76,607 99
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	195,008 71
Light and fuel, other than at power house.....	8,932 00
Fuel, light and other supplies used at power house.....	49,572 23
Water tax	7,497 70
Damages to persons and property	23,822 81
Legal expenses.....	14,866 43
Advertising, printing, and office expenses	13,458 98
Insurance	4,136 37
Removal of snow and ice.....	421 67
Contingencies, rent of tracks and real estate.....	12,080 00
	<u><u>\$1,184,804 35</u></u>

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road	\$4,825,548 48
Cost of equipment.....	1,023,818 08

Other permanent investments, as follows, viz.:

Third Avenue cable road, in course of construction	\$2,834,166 02
City railroad bonds.....	15,000 00

Current assets, as follows, viz.:

Cash on hand.....	559,861 52
	<u><u>\$9,257,889 10</u></u>

LIABILITIES.

Capital stock	\$4,000,000 00
Funded debt.....	5,000,000 00

Current liabilities, as follows, viz.:

Interest on funded debt	87,500 00
Mortgage	46,000 00
Open accounts	12,637 62
Profit and loss (surplus)	111,751 48
	<u><u>\$9,257,889 10</u></u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line, from City Hall to Third avenue and One Hundred and Thirtieth street (horse)		8.25
Single track, branch, from Manhattan street, North river, to One Hundred and Twenty-fifth street, East river (cable)		2.50
Single track, branch, from Tenth avenue and One Hundred and Twenty-fifth street to Tenth avenue and One Hundred and Eighty-sixth street (cable).....		3.25
Total length of single track on main line and branches.....	14	
Second track on main line and branches	14	
Sidings on main line and branches .....	.375	
Total length of all tracks and sidings owned.....	28.375	
Weight of rail per yard.....	60 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars, not motors	190	
Open cars, not motors.....	158	
Horses.....	1,601	
Number of motor cars.....	72	
Schedule time making trip one way:		
From City Hall to Harlem	1 hour 20 minutes.	
From One Hundred and Twenty-fifth street, East river, to One Hundred and Eighty-sixth street and Tenth avenue.....	23 minutes.	
From One Hundred and Twenty-fifth street to Manhattan avenue, North river,	13 minutes.	
Cars are run.....	From 1¼ to 5 minutes headway, according to time of day.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year.....	About 34,822,000	
Average number of employes (including officials) during year.....	About 930.	

Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS.	Annual salary.
General officers		\$22,750 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$2 00
Drivers	12	2 00
Starters	12	2 50
Watchmen	12	1 75
Switchmen	12	1 75
Roadmen	12	1 50
Hostlers.....	12	1 75
Gripmen at cable road.....	12	2 25
Chief engineer	12	6 87
Other employes.....	10	\$1 25 to 3 00
Hill boys	12	1 50

ACCIDENTS.

	Injured.	Killed.	Total
Passengers	8	3	11

Officers of the Company.

Name.	Title.	Official Address.
E. J. ELIAS.....	President	New York city.
ALFRED LAZARUS.....	Secretary	New York city.
JOHN BEAVER	Treasurer	New York city.
JOHN H. ROBERTSON	Superintendent	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
HENRY HART.....	New York city.
WILLIAM REMSEN.....	New York city.
ROBERT GEORGE REMSEN	New York city.
SILVANUS S. RICKER.....	New York city.
ALBERT J. ELIAS.....	New York city.
ROBERT W. TAILER.....	New York city.
EDWARD LAUTERBACK	New York city.
JOHN E. PARSONS	New York city.
SOLOMON MEHRBACH.....	New York city.
ALBERT S. ROSENBAUM	New York city.
ALEXANDER H. NONES	New York city.
SIMON M. EHRLICH	New York city.
ABRAHAM AYRES	New York city.

Title of company, The Third Avenue Railroad Company.
General offices at 1119 Third avenue, New York city.
Date of close of fiscal year, November 1.
Date of stockholders' annual meeting, first Wednesday after second Monday in November.
For information concerning this report address Alfred Lazarus, Secretary.

TONAWANDA ELECTRIC.

(Date of charter, June 10, 1890.)

Organized June 10, 1890, for the purpose of constructing, operating and maintaining a street surface railroad and branches thereof for public use in the conveyance of persons and property in cars for compensation, in the town of Tonawanda, Erie county, N. Y., village of Tonawanda, in the town of Tonawanda, Erie county, N. Y., the village of North Tonawanda, town of Wheatfield, Niagara county, N. Y., and town of Wheatfield, Niagara county, N. Y., and town of Niagara, Niagara county, N. Y.
Commenced operating cars in the town and village of Tonawanda, Erie county, N. Y., January 1, 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	2,500	\$250,000	.....
Issued for actual cash	902 4-5	\$90,280	\$90,280
Issued on account of construction.....	347 1-5	84,720	.....
Total now outstanding	1,250	\$125,000	\$90,280

Cost of Road and Equipment.

ROAD.

Total cost up to
June 30, 1892.

Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$2,927 29
Right of way	39,258 28
Real estate	800 00
Buildings and fixtures, exclusively used for electric purposes	583 26
All other buildings and fixtures.....	1,117 85
Road built by contract	65,489 20
Total cost of road	\$110,185 88

EQUIPMENT.

Cars, other than motor cars.....	\$1,600 00
Motor cars and fixtures	11,600 00
Wagons, trucks, snow-plows, sleighs.....	618 21
Total cost of equipment.....	\$13,818 21
Grand total cost of road and equipment.....	\$123,944 09

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$5,536 98
Less operating expenses (excluding all taxes).....	6,940 19
Net loss from operation	\$713 17
<i>Income from other sources, as follows, viz.:</i>	
Interest on bank deposits.....	\$300 00
Forfeitures on stock subscription	400 00
	<u>400 00</u>
Gross loss from all sources	\$323 17
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$40 00
Deficit for year ending June 30, 1892.....	<u><u>\$563 12</u></u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u><u>\$5,536 98</u></u>
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OPERATING EXPENSES.

Repairs of roadbed and track	\$26 75
Repairs of buildings and fixtures	110 84
Repairs of cars, motors and other vehicles.....	208 22
Salaries of general officers and clerks.....	420 98
Wages of conductors and motormen.....	1,347 04
Wages of engineer, firemen and other employes at power house.....	1,343 08
Fuel, light and other supplies used at power house.....	720 39
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	10 19
Light and fuel, other than at power house.....	13 12
Legal expenses.....	261 00
Advertising, printing and office expenses.....	68 27
Insurance	422 12
Removal of snow and ice.....	1,067 29
Contingencies	92 95
Total operating expenses	<u><u>\$6,940 19</u></u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$110,125 08
Cost of equipment.....	13,818 21
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$781 19
Open accounts	8,705 42
	<u>4,486 61</u>
Profit and loss (deficiency)	<u>563 12</u>
	<u><u>\$128,943 82</u></u>

LIABILITIES.

Capital stock	\$125,000 00
Bills payable	2,193 88
Open accounts	1,750 21
	<u><u>\$128,943 82</u></u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Canal street to Tonawanda street.....		5.32
Sidings on main line and branches.....		.67
Total length of all tracks and sidings owned.....		<u><u>6</u></u>
Weight of rail per yard	45 lbs.	
Gauge of track.....	4 ft. 8 1/4 ins.	
Number of cars, not motors.....	2	
Number of motor cars	3	
Schedule time of making trip, one way	30 minutes.	
Cars are run.....	Every 30 minutes.	
Rate of fare per passenger.....	10, 5 and 3 cts.	
Number of passengers carried in cars during year.....	58,686	
Average number of employes (including officials) during year.....	9	

Salaries, Wages, Etc., of Officers and Employees.

OFFICER.

Annual salary.

Superintendent.....	\$1,000
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OTHER EMPLOYES.

	Average. number of hours on duty per day.	Wages per hour.
Conductors.....	18	16c.
Motormen.....	12	16c.
Roadmen	10	15c.
Engineer.....	11	Per week.
Engineer.....	12	\$16 00
		12 00

Officers of the Company.

Name.	Title.	Official Address.
PETER McNEIL.....	President	Buffalo, N. Y.
CLARENCE M. HOWARD.....	Secretary.....	Buffalo, N. Y.
MICHAEL NELLANEY	Treasurer	Buffalo, N. Y.
WM. J. VOORHEES	Superintendent	Tonawanda, N. Y.

Directors of the Company.

Name.	Residence.
EDWARD H. BUTLER.....	Buffalo, N. Y.
JOSEPH BARK.....	Buffalo, N. Y.
JOHN CONWAY	Buffalo, N. Y.
CLARENCE M. HOWARD.....	Buffalo, N. Y.
MICHAEL NELLANEY	Buffalo, N. Y.
PETER McNEIL	Buffalo, N. Y.
WILLIAM F. WENDT.....	Buffalo, N. Y.

Title of company, Tonawanda Electric Railroad Company.
 General offices at Tonawanda, Erie county, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Monday in July.
 For information concerning this report, address Wm. J. Voorhees, Superintendent.

TROY CITY.

(Date of charter, January 31, 1866.)

At a Special Term of the Supreme Court of the State of New York, held at the city of Troy, on the 20th day of June, 1891 (the Special Term held in said city on the 1st day of June, 1891, having also been regularly adjourned to and continued on this day).
 Present—Hon. E. L. Fursman, Justice. In the matter of the application of the Troy and Albia Horse Railroad Company for an order authorizing it to change its corporate name and to assume the corporate name "Troy City Railway Company."
 The Troy and Albia Horse Railroad Company, an incorporated company operating a street surface railroad in the city of Troy, county of Rensselaer and State of New York, and having its business office in said city, having made and presented an application by petition to the Supreme Court at a Special Term thereof held on this day, for an order authorizing it to assume the corporate name "Troy City Railway Company," which petition is dated April 29, 1891, and is duly verified by Charles Clemenishaw, president and chief officer of the corporation, and which sets forth the grounds of the application, and notice that such application would be presented having been duly published for six weeks successively in the Argus, a daily newspaper published in the city and county of Albany, and also in the Troy Daily Press, a daily newspaper published in the city of Troy, county of Rensselaer, and which has been designated for the publication of session laws in said county, now on reading and filing such petition and also the affidavit of Joseph J. Hagen, the secretary of said company, and due and satisfactory proof being made of the publication of such notice, and it appearing to the satisfaction of the court that such application is made in pursuance of a resolution of the board of directors of the corporation so applying, and the court being satisfied, by such petition, that there is no reasonable objection to such corporation changing its name and assuming a new corporate name, now on motion of Townsend, Roche & Nason, attorneys for said applicant, no one appearing in opposition, it is ordered that the Troy and Albia Horse Railroad Company be and is hereby authorized to change its corporate name and to assume and take in the place and stead thereof the corporate name "Troy City Railway Company;" and it is further ordered that a copy of this order be published at least once in each week for four weeks successively in the Troy Daily Press, a newspaper printed in the city of Troy and county of Rensselaer, which is hereby designated for such purpose, and that from and after the 21st day of July, 1891, if said

last-named publication shall have been made and the requirements of chapter 822 of the Laws of 1870, and the acts amendatory thereof shall have been complied with, the said corporation shall be known by and may use the new corporate name above designated.

[SIGNED.]

EDGAR L. FURSMAN,
Justice Supreme Court.

I hereby certify that the foregoing is a true copy of an order in the above entitled matter, and which was filed and entered in Rensselaer county clerk's office June 20, 1891.

D. E. CONWAY,
Clerk.

In accordance with the foregoing order the corporate title of "The Troy City Railway Company" was assumed July 27, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	4,000	\$400,000
Issued for actual cash	447	\$44,700
Issued on account of construction and equipment.....	3,553	355,300
Total now outstanding	4,000	\$400,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Jan. 1, 1897	p.c. 7	Jan. 1, July 1.	\$34,000

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$32,056 45	\$39,667 35
Electric appliances pertaining to road or superstructure	6,413 70	6,400 88
Real estate.....	14,525 00	16,291 60
Building and fixtures, exclusively used for electric purposes...	7,551 80	7,551 80
All other buildings and fixtures.....	9 00	11,800 98
Interest and discount charged to construction.....	1,585 97	1,585 97
Paid Thompson-Houston Electric Co., on account contract for construction and equipment.....	355,300 00	355,300 00
Total cost of road.....	\$417,441 00	\$493,697 48
EQUIPMENT.		
Horses	*\$155 00	\$9,300 00
Harness.....	20 00	858 75
Cars, other than motor cars.....	4 74	9,118 00
Motor cars and fixtures.....	5,201 93	5,201 90
Dummies	25 00	567 62
Wagons, trucks, snow-plows, sleighs	203 44	369 15
Total cost of equipment	\$5,300 11	\$24,915 80
Grand total cost of road and equipment as far as completed....	\$422,742 00	\$518,613 28

*Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Only .115 miles added to trackage, but the entire road has been reconstructed for electric service on new and radically changed grade and locations. Work began before last report and nearly completed at this date	\$32,056 45
Electric overhead construction for entire line—incomplete.....	6,418 70
Land and buildings purchased and buildings in progress for power station and car house.....	23,065 80
Interest on account construction.....	1,585 97
For motor cars and account contract for cars not yet delivered.....	5,000 00
Other items of equipment.....	\$455 11
Less reduction in horses.....	155 00
	800 11
Paid Thompson-Houston Electric Co., on account contract for construction and equipment.....	355,300 00
Total.....	\$423,743 08

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....?	\$37,008 07
Less operating expenses (excluding all taxes).....	29,396 10
Net earnings from operation.....	\$7,676 97
<i>Income from other sources, as follows, viz.:</i>	
For weighing.....	\$75 56
For scrap-iron	91 91
	167 47
Gross income from all sources	\$7,844 44
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$566 14
Taxes on earnings and capital stock.....	263 30
Interest on funded debt due and accrued.....	2,380 00
Expenditures pertaining to changing corporative title and increase of capital and issuing bonds.....	729 21
	3,938 65
Surplus for year ending June 30, 1892.....	\$3,885 79

General Income Account.

Surplus for year ending June 30, 1892	\$3,885 79
Surplus up to June 30, 1891.....	\$16,323 60
Error in cash corrected.....	1 50
	16,394 50
Total surplus June 30, 1892	\$20,210 29

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$37,008 07
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$178 39
Repairs of buildings and fixtures.....	89 52
Repairs of cars and other vehicles.....	241 88
Repairs of harness and stable equipment	55 44
Horseshoeing.....	1,389 23
Renewals of horses and mules.....	2,107 50
Provender (including expenses of grinding)	6,815 00
Salaries of general officers and clerks.....	2,023 00
Wages of conductors and drivers.....	11,198 70
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	3,806 44
Light and fuel.....	223 29
Damages to persons and property.....	315 00
Advertising, printing and office expenses	401 09
Insurance.....	203 50
Removal of snow and ice.....	450 97
Contingencies	378 66
Total operating expenses.....	\$29,396 10

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$143,397 48
Cost of equipment	94,915 80
Contract with the Thompson-Houston Electric Company for construction and equipment.....	355,300 00
<i>Current assets, as follows, viz.:</i>	
Sundries	7,875 00
	<u>\$581,498 78</u>

LIABILITIES.

Capital stock	\$400,000 00
Funded debt.....	8,400 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid.....	\$404 00
Bills payable.....	76,788 50
Open accounts.....	120 19
Sundries	12 80
	<u>77,278 49</u>
Profit and loss (surplus).....	30,210 29
	<u>\$581,498 78</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from River street to Albia.....	3.800
Second line on main line .....	.475

Total length of all tracks and sidings owned and in operation 3.775

Weight of rail per yard.....	60 lbs.
Gauge of track	4 ft. 8 $\frac{1}{4}$ ins.
Number of box cars.....	7
Open cars	7
Horses	60
Schedule time making trip one way	30 mins. down, 40 mins. up.
Cars are run	Intervals of 30 mins.
Rate of fare per passenger.....	5, 6, 7, 8 and 10 cts.
Number of passengers carried in cars during year.....	600,387
Average number of employees (including officials) during year	25

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

Superintendent and clerk hire.....	\$2,023 00
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OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	12	\$2 00
Hill drivers	9	\$0 50 to 2 00
Watchmen	12	1 25
Roadmen and hostlers	10	1 50

Officers of the Company.

Name.	Title.	Official Address.
JAMES O'NEIL.....	President.....	Troy, N. Y.
CHARLES CLEMINSHAW.....	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN.....	Secretary and Treasurer.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
LEWIS E. GURLEY.....	Troy, N. Y.
JAMES O'NEIL	Troy, N. Y.
PETER MCCARTHY	Troy, N. Y.
E. OGDEN ROSS	Troy, N. Y.
ANTHONY N. BRADY.....	Albany, N. Y.
EDWARD MURPHY, Jr	Troy, N. Y.
WILLIAM KEMP	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
JOSEPH J. HAGEN.....	Lansingburg, N. Y.

Title of company, Troy City Railway Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address J. J. Hagen, Secretary and Treasurer.

TROY AND COHOES.

LESSOR.

LESSEE — TROY AND LANSINGBURGH.

(Date of charter, February 11, 1862.)

Organized February 11, 1862, under the General Railroad Law (April 2, 1850).
Charter modified by chapter 85, Laws of 1863, and by chapter 71, Laws of 1871, passed March 7, 1871.
Leased to Troy and Lansingburgh Railroad Company October 28, 1867.
Operated by that company since that date, and all expenditures for construction, etc., above the amount of the capital stock, paid in (\$50,000) were paid by that company.

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	1,000	\$50,000

Cost of Road.

Total cost of road up to June 30, 1892 \$50,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:
Rent from lessee..... \$8,500 00
Payments from income, as follows, viz.:
Dividends declared, 7 per cent on capital stock 8,500 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$50,000 00
LIABILITIES.	
Capital stock	\$50,000 00

Officers of the Company

Name.	Title.	Official Address.
JOHN H. WARNER.....	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN.....	Secretary and Treasurer.....	Troy, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JOHN H. WARNER	Hoosick Falls, N. Y.
JOSEPH M. WARNER	Troy, N. Y.
AUG. A. PEEBLES	Lansingburgh, N. Y.
OTIS G. CLARK	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
JOSEPH B. CARR	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
M. H. BURTON	Troy, N. Y.

Title of company, Troy and Cohoes Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address Joseph J. Hagen, Secretary and Treasurer.

TROY AND LANSINGBURGH.

(Date of charter, February 11, 1862.)

Organized under General Railroad Law.

Charter modified by chapter 295, Laws of 1861, and chapter 812, Laws of 1873.

Has been in operation since September, 1861.

The Troy and Cohoes railroad is operated under a lease dated October 28, 1867. All expenditures for construction, equipment, etc., above the amount of the capital stock of the Troy and Cohoes Railroad Company paid in, \$50,000, were made by this company.

The Lansingburgh and Cohoes railroad is operated under a lease dated May 14, 1860, and all expenditures for construction, etc., above the amount of the capital stock of the Lansingburgh and Cohoes Railroad Company paid in, \$15,000, were made by this company.

The Waterford and Cohoes railroad is operated under a lease dated August 18, 1864, the equipment being furnished by this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	14,000	\$700,000	.....
Issued for actual cash and now outstanding....	12,000	600,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate	When payable.	
Second mortgage bonds	July 1, 1893	p.c. 7	Jan. & July	\$50,000
Debenture bonds	Feb. 2, 1895	6	Feb. & Aug.	90,955
Consolidated mortgage bonds	April 1, 1898	5	April & Oct.	50,000
Consolidated mortgage bonds	April 1, 1898	5	April & Oct.	50,000
Consolidated mortgage bonds	April 1, 1908	5	April & Oct.	50,000
Total .....	.....	.....	.....	\$290,955

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$80,878 52	\$418,208 26
Electric appliances pertaining to road and superstructure	6,447 21	68,707 60
Right of way .....	.....	5,861 94
Real estate .....	.....	57,636 83
Buildings and fixtures exclusively used for electric purposes. }	2,526 44	189,592 65
All other buildings and fixtures .....	.....	119,810 69
Total cost of road	\$89,847 17	\$809,817 97
EQUIPMENT.		
Horses	*\$5,665 00	\$18,640 00
Harness	*1,860 41	1,748 80
Cars, other than motor cars	*16,563 00	18,237 00
Motor cars and fixtures	54,826 00	233,826 00
Furniture, tools and machinery	1,710 13	13,869 73
Electric snow-plows .....	.....	13,000 00
Wagons, trucks, snow-plows, sleighs, etc. }	10,974 00	4,364 00
Total cost of equipment	\$40,000 46	\$298,684 53
Grand total cost of road and equipment	\$129,847 63	\$1,108,002 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$382,411 60
Less operating expenses (excluding all taxes)	194,253 48
Net earnings from operation	\$188,158 12
<i>Income from other sources, as follows, viz. :</i>	
Interest and dividends received	\$346 00
Advertising	1,501 48
Transportation of papers	280 15
Miscellaneous	442 23
	2,519 86
Gross income from all sources	\$190,677 98
<i>Deductions from income, as follows, viz. :</i>	
Taxes on property used in operation of road	\$4,319 28
Taxes on earnings and capital stock	8,955 97
Interest on funded debt due and accrued	17,222 85
Rent Troy and Cohoes railroad	8,500 00
Rent Lansingburgh and Cohoes railroad	1,050 00
Rent Waterford and Cohoes railroad	1,800 00
	32,848 05
Net income from all sources	\$158,829 93
<i>Payments from net income, as follows, viz. :</i>	
Dividends declared, 10 per cent on capital stock	60,000 00
Surplus for year ending June 30, 1892	\$98,829 93

General Income Account.

Surplus for year ending June 30, 1892	\$98,829 93
Surplus up to June 30, 1891	\$198,800 63
Balance depreciation account	27,410 54
	171,390 09
Total surplus June 30, 1892	\$269,720 02

* Deductions.

Analysis of Gross Earnings and Operating Expenses

EARNINGS.	
From passengers	\$332,411 00
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$861 57
Repairs of roadbed and track operated by mechanical traction, including over- head and underground wires and all other track fixtures	7,446 55
Repairs of buildings and fixtures, exclusively used for mechanical power.....	2,697 08
Repairs of all other buildings and and fixtures.....	769 82
Repairs of cars (not motors) and other vehicles.....	1,126 07
Repairs of motor cars and fixtures.....	10,107 16
Repairs of harness and stable equipment.....	57 08
Horseshoeing.....	1,729 39
Renewals of horses.....	150 06
Provender (including expense of grinding)	9,764 62
Salaries of general officers and clerks.....	15,891 37
Wages of conductors and drivers on horse cars.....	13,581 02
Wages of conductors and motormen on cars propelled by mechanical traction .	62,985 96
Wages of engineer, firemen and all others employed at power house.....	7,347 15
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	21,455 09
Light and fuel, other than at power house.....	1,757 15
Fuel, light and other supplies used at power house.....	8,802 39
Water tax	906 53
Damages to persons and property.....	4,475 51
Legal expenses	594 39
Advertising, printing and office expenses	4,427 57
Insurance.....	3,798 11
Removal of snow and ice.....	2,223 02
Rent of bridges.....	7,290 00
Repairs of bridges.....	490 86
Rents of offices and stations.....	1,200 00
Fare register and inspection.....	1,655 55
Water sprinkling	150 00
Miscellaneous.....	889 40
Total operating expenses.....	\$194,263 42

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$714,914 45
Cost of equipment.....	293,096 08
Other permanent investments, as follows, viz.:	
Mortgage	\$1,100 00
Stock in other companies.....	4,806 67
	5,906 67
Current assets, as follows, viz.:	
Cash on hand.....	\$21,054 08
Bills receivable.....	15,222 50
Supplies on hand	23,239 53
	69,526 06
	\$1,183,435 23
LIABILITIES.	
Capital stock	\$600,000 00
Funded debt.....	299,955 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$4,373 88
Open accounts.....	9,886 33
	13,760 21
Profit and loss (surplus).....	299,720 00
	\$1,183,435 23

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from Iron Works to Fourth street, Waterford		6.615
Single track, branch, from River and Fourth streets to Ida street.....		1
Total length of single track on main line and branches.....		7.615
Second track on main line and branches		7.025
Total length of all tracks and sidings owned.....		14.700

Length of railways actually leased and operated by this company, as follows :

Single track from River street, Troy, to Cohoes	3.721
Single track from Second avenue, Lansingburgh, to Cohoes.....	1.108
Single track from Waterford to Cohoes.....	1.876
Total length of single track leased.....	6.700
Second track and sidings.....	8
Total length of all tracks and sidings leased	9.700
Grand total length of all tracks and sidings owned and leased.....	24.400

Weight of rail per yard.....	60 to 75 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	28
Open cars, not motors.....	28
Horses.....	88
Number of motor cars, box	86
Number of motor cars, open	88
Schedule time making trip one way.....	40 to 50 min.
Cars are run.....	Every 4 minutes.
Rate of fare per passenger.....	5, 8 and 10c.
Number of passengers carried in cars during year.....	6,942,672
Average number of employees (including officials) during year.....	800

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
General officers, superintendent and clerks	\$15,891 87

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Drivers and motorneers.....	11½	\$2 00
Starters	9	2 00
Track bosses and linemen	10 to 12	\$2 00 to 2 75
Watchmen.....	12	2 00
Flagmen	9	1 75
Mechanics	10	2 00 to 2 75
Hostlers and barn men	10	1 45 to 1 65
Teamsters and pavers	10	2 00
Engineers, firemen and motor inspectors.....	9 to 12	*45 00 to 100 00

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Employees	1	.....	1
Others.....	3	1	4
Total	6	1	7

Officers of the Company.

Name.	Title.	Official Address.
CHARLES CLEMINSHAW	President.....	Troy, N. Y.
JOSEPH B. CARE.....	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN.....	Treasurer and Secretary	Troy, N. Y.
CHARLES H. SMITH	Superintendent	Troy, N. Y.

* Per month.

Directors of the Company.		
Name.		Residence.
WILLIAM KEMP		Troy, N. Y.
CHARLES CLEMINSHAW		Troy, N. Y.
OTIS G. CLARK		Troy, N. Y.
N. B. POWERS		Lansingburgh, N. Y.
H. B. DAUCHY		Troy, N. Y.
C. W. TILLINGHAST		Troy, N. Y.
JOSEPH B. CARR		Troy, N. Y.
EDWARD MURPHY, Jr.		Troy, N. Y.
FRANCIS N. MANN, Jr.		Troy, N. Y.
SHEPPARD TAPPIN		Troy, N. Y.
THOMAS BRESLIN		Waterford, N. Y.
PETER MCCARTHY		Troy, N. Y.
JAMES O'NEIL		Troy, N. Y.

Title of company, Troy and Lansingburgh Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address J. J. Hagen, Secretary.

TWENTY-THIRD STREET (New York city).

(Date of charter, January 29, 1872.)

The franchise and right to build was bought at auction by Sydney A. Yoemans for \$150,000 (see Laws 1869 and 1872), and on the 11th day of July, 1872, was sold by Yoemans to this company.
On the 19th day of March, 1873, this company was authorized to extend the route from Twenty-third street and Second avenue to foot of East Thirty-fourth street (see Laws 1873), and on the 10th day of January, 1876, the Bleecker Street and Fulton Ferry Railroad was leased to the company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	6,000	\$600,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	May 1, 1906	p.c. 7	May & Nov.	\$250,000
Debenture bonds	Jan. 1, 1906	5	Jan. & July	150,000
Total.....				\$400,000

NOTE — In addition to the above, this company has guaranteed the principal and interest of 375 first mortgage bonds of the Broadway Surface Railroad Company, due 1904, in part consideration for the use of a portion of the tracks of the Broadway Surface Railroad.

TWENTY-THIRD STREET.

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Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$451,334 57
Right of way, amount paid the city	150,000 00
Buildings and fixtures	254,866 98
Total cost of road	<u>\$856,201 50</u>
EQUIPMENT.	
Horses and harness	\$106,518 96
Cars	94,650 00
Total cost of equipment	<u>\$201,168 96</u>
Grand total cost of road and equipment	<u><u>\$1,057,365 46</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$755,434 20
Less operating expenses (excluding all taxes)	594,798 20
Net earnings from operation	<u>\$260,636 00</u>
<i>Income from other sources, as follows, viz.:</i>	
Rents	\$17,195 20
Interest	799 42
	<u>17,994 62</u>
Gross income from all sources	<u>\$248,630 62</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$8,856 06
Taxes on earnings and capital stock	16,726 55
Taxes other than above	20,796 63
Interest on funded debt due and accrued	25,000 00
Rents of leased lines	85,295 38
	<u>156,673 61</u>
Net income from all sources	<u>\$91,957 01</u>
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock	60,000 00
Surplus for year ending June 30, 1892	<u><u>\$31,957 01</u></u>

General Income Account.

Surplus for year ending June 30, 1892	\$31,957 01
Surplus up to June 30, 1891	57,612 08
Total surplus June 30, 1892	<u><u>\$89,569 04</u></u>

DETAILED STATEMENT OF RENTALS.

Bleecker Street and Fulton Ferry Railroad Company	\$62,500 00
Broadway Surface Railroad Company	18,750 00
Ninth Avenue Railroad Company	2,000 00
Second Avenue Railroad Company	650 00
Third Avenue Railroad Company	495 88
Central Park, North and East River Railway Company	350 00
Dry Dock, East Broadway and Battery Railroad Company	300 00
Forty-second and Grand Street Ferry Railroad Company	250 00
Total	<u><u>\$85,295 88</u></u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers, including leased lines	<u><u>\$755,434 20</u></u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$15,356 72
Repairs of buildings and fixtures	4,482 75
Repairs of cars and other vehicles	23,216 45
Repairs of harness and stable equipment	7,848 40
Horseshoeing	12,439 49

UTICA BELT LINE.

(Date of charter, June 18, 1886.)

RECEIVER'S REPORT.

The Utica Belt Line Street Railroad Company was organized under chapter 252 of the Laws of 1884, and its certificate of incorporation was duly filed February 15, 1886. On June 18, 1886, the common council of the city of Utica, upon proper application, and after due notice as provided by law, granted the Utica Belt Line Street Railroad Company a franchise in due form to construct, maintain, use and operate a street surface railway, to be operated by horse power along, through and upon the surface of certain streets, avenues and squares therein named. In September, 1886, work was commenced on the West Utica belt, and the line was completed and opened for transportation of passengers on April 19, 1887. The New York Mills extension was opened for transportation of passengers June 21, 1887. The Blandina street extension was opened and put in operation as far easterly as Albany street in August, 1887. The Eagle street line and the balance of proposed road has since been substantially constructed. On December, 1886, the Utica Belt Line Street Railroad Company leased and took possession thereunder of the street surface railroad lines owned and operated by the Utica, Clinton and Binghamton Railroad Company in the city of Utica and villages of New Hartford, Yorkville and Whitesboro. The lease is for ninety-nine years, is duly recorded as required by law, and made under and by virtue of chapter 305 of the Laws of 1885. On December 1, 1886, when the lease referred to went into operation, the Belt Line company also opened and put in operation the South street line to Third street, and in May, 1887, the South street line was extended easterly to Albany street.

January 30, 1892, proceedings were begun for the voluntary dissolution of the Utica Belt Line Street Railroad Company, on the ground of insolvency, in the Supreme Court. Charles E. Benton was appointed receiver, and duly qualified and took possession of its property February 1, 1892. Said receivership was, on February 20, 1892, extended to an action in the Supreme Court entitled Frederick L. Lovelace and another v. The Utica Belt Line Street Railroad Company.

An action has also been commenced by the first mortgage bondholders to foreclose their mortgage, and Charles E. Benton was appointed receiver in the foreclosure action July 12, 1892.

C. E. Benton, as receiver, has operated said railroad since February 1, 1892, and does not know personally concerning its operation prior to that time, and whatever facts are stated herein are stated from information mostly derived from former reports of the company and from the books kept by it, of the accuracy of which the receiver has no knowledge.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash total now outstanding	1,500	\$150,000	\$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	Nov. 1, 1899	p.c. 5	May 1, Nov. 1	\$500,000	\$425,000
*Second mortgage bonds .....	.....	.....	.....	.....	.....

* Issued \$200,000; sold \$69,500 at \$62,250.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure .....	.....	\$417,216 09
Electric or appliances pertaining to road and superstructure .....	.....	43,618 44
Real estate .....	.....	19,559 81
Buildings and fixtures, exclusively used for electrical purposes .....	.....	43,720 85
All other buildings and fixtures .....	.....	17,609 79
Interest and discount charged to construction .....	.....	53,753 25
Miscellaneous .....	.....	8,062 53
Total cost of road .....	.....	\$598,540 86
EQUIPMENT.		
Cars, other than motor cars, motor cars and fixtures	\$1,793 43	\$147,156 87
Wagons, trucks, snow-plows, sleighs .....	.....	1,627 96
Total cost of equipment	\$1,793 43	\$148,784 83
Grand total cost of road and equipment	\$1,793 43	\$747,325 69

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$127,143 78
Less operating expenses (excluding all taxes)	95,593 23
Gross income from all sources	\$31,550 56
* Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	\$1,707 26
Taxes on earnings and capital stock	595 93
	2,303 19
Net income from all sources	\$29,247 37
Payments from net income, as follows, viz.:	
Rent account	15,087 50
Surplus for year ending June 30, 1892	\$14,209 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	First seven months as shown by company's books.	Second five months under receiver.	Total.
Cash passenger receipts	\$65,606 50	\$39,615 45	\$105,221 95
Ticket sales	12,337 50	8,818 25	21,155 75
Carrying mail	300 99	209 63	510 62
Miscellaneous	153 45	102 01	255 46
Total gross earnings .....	.....	.....	\$127,143 78

* We find on company's books items as follows: "Taxes, \$1,673.51." This item is supposed to be made up of taxes on gross earnings, etc.; .005 on \$119,185.49, being \$595.93, the remaining sum, \$1,077.58, being taxes paid city of Utica and suburban villages on property used in the operation of the road.

The receiver has paid \$629.68 to the city of Utica and suburban villages. Taxes on property used in the operation of road.

OPERATING EXPENSES.

	First seven months.	Second five months.	Total.
Repairs of roadbed and track.....	\$15,461 86	\$4,873 16	\$19,834 52
Repairs of buildings and fixtures	434 97	275 01	709 98
Repairs and renewals of cars, motors and other vehicles	6,701 18	5,428 83	12,129 96
Salaries of general officers and clerks.....	1,915 74	1,843 54	3,259 28
Wages of conductors and motor men.....	19,467 63	12,322 40	31,790 03
Wages of engineer, firemen and other employes at power house.....	2,615 46	1,816 66	4,432 32
Wages of watchmen, starters, switchmen, roadmen etc	1,755 66	1,081 78	2,787 44
Light and fuel other than at power house	842 55	194 32	536 87
Fuel, light and other supplies used at power house....	5,747 88	3,858 62	9,606 45
Water tax.....	60 00	46 00	106 00
Damages to persons and property	138 92	20 69	159 61
Legal expenses.....	601 23	.....	601 23
Advertising, printing and office expenses.....	1,179 46	567 74	1,747 20
Insurance	2,036 70	125 00	2,161 70
Removal of snow and ice.....	1,732 58	2,461 93	4,194 51
Contingencies	1,235 50	300 62	1,536 12
Total operating expenses.....	\$61,426 72	\$34,166 50	\$95,593 22

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles
Single track, main line	6.373
Sidings on main line.....	1.6
Total length of all tracks and sidings owned.....	7.973
<i>Length of railways actually leased and operated by this company, as follows :</i>	
Single track from Yorkville to upper New York Mills	1.75
Single track from Main street, Utica, to New Hartford.....	3.80
Single track from Main street, Utica, to Whitesboro.....	3.78
Total length of single track leased	9.34
Second track and sidings.....	5
Total length of all tracks and sidings leased	14.34
Grand total length of all tracks and sidings owned and leased	22.318
Weight of rail per yard.....	35 to 45 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	8
Open cars, not motors.....	22
Number of motor cars.....	35
Rate of fare per passenger.....	4 1-6 to 10 cts.
Number of passengers carried in cars during five months.....	1,037,431
Average number of employes (including officials), during the year	120

Wages Etc., of Employees.

	Average number of hours on duty per day.	Wages.
Conductors	10	12¼c per hour
Drivers.....	10	12¼c per hour
Starters	10	12¼c per hour
Switchmen	10	\$1 25 per day
Roadmen	10	1 25 per day

ACCIDENTS.

Others, not passengers or employes.....	Injured
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UTICA BELT LINE.

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Officers.

Name.	Title.	Official Address.
W. W. COLE	Superintendent	26 Main street, Utica, N. Y.
CHARLES E. BENTON.....	Receiver	Utica, N. Y.

General offices at 26 Main street, Utica, N. Y.
For information concerning this report, address Charles E. Benton, Receiver.

UTICA, CLINTON AND BINGHAMTON (Street Department).

LESSOR.

LESSEE — UTICA BELT LINE.

See report of this company, Lessor, in Surface Steam Roads, ante.

UTICA AND MOHAWK.

(Date of charter January 8, 1874.)

The Utica and Mohawk Street Railroad Company was organized and incorporated under a special act of the Legislature, passed April 17, 1869 (see Session Laws, chapter 894), and the articles of association filed in the office of the Secretary of State June 30, 1869, which act was amended May 9, 1872.

The Utica and Mohawk Railroad Company, its successor, was organized and incorporated under the provisions of the General Railroad Law of 1850, and its articles of association were filed in the office of the Secretary of State January 8, 1874.

See also chapter 104, Laws of 1886, State of New York, ‘An act for the relief of the Utica and Mohawk Railroad Company.’ As appears by reports made to the Board of Railroad Commissioners in 1893, 1894 and 1895, this road was not operated for over three years.

The present stockholders purchased all the property, stock and effects of the company, and on May 20, 1886, took possession of the road.

The portion of the road (about 3,000 feet) in dispute between the property holders on the street and the railroad was relaid in the center of the street with new steel center-bearing rails; the entire road was repaired and put in good condition and all litigation and disputes amicably settled.

The road was opened for traffic July 4, 1886, and has since been constantly operated.

The purchase of the road was made subject to a bonded debt of \$15,000.

Equipped with electricity in 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	5,000	\$250,000	.....
Issued for actual cash and now outstanding	1,080	51,500	\$51,500

FUNDED DEBT.

DESIGNATION OF LOAN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds issued August 1, 1893.....	Aug. 1, 1903	p.c. 6	Feb. & Aug.	\$15,000	\$15,000
Purchase money mortgage on Utica Park.....	Aug. 1, 1903	6	May & Nov.	6,000	.....
Mortgage, gold bonds.....	July 1, 1910	5	Jan. & July	49,000	49,000
Total.....				\$70,000	\$64,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1902.	Total cost of road and equipment up to June 30, 1902.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$7,758 08	\$24,068 48
Electric appliances pertaining to road and superstructure.....		16,801 77
Buildings and fixtures.....		4,353 18
Horse account charged to construction.....		2,190 08
Purchase of constructed road.....		94,779 08
Total cost of road.....	\$7,758 08	\$78,442 51
EQUIPMENT.		
Horses.....		\$500 08
Harness.....		205 58
Cars, other than motor cars.....		5,625 20
Motor cars and fixtures.....	\$448 96	22,820 10
Wagons, trucks, snow-plows, sleighs.....	110 80	735 17
Total cost of equipment.....	\$560 45	\$30,956 97
Grand total cost of road and equipment.....	\$8,317 48	\$119,399 48

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Reconstructing tracks with new 45 lb. steel rails, new switches, etc.....	\$7,758 08
Remodeling motor car No. 94.....	448 96
Wagons, etc.....	110 80
Total.....	\$8,317 48

Income Account for Year Ending June 30, 1902.

Gross earnings from operation.....	\$25,325 11
Less operating expenses (including all taxes).....	19,472 45
Net earnings from operation.....	\$5,852 66
Income from other sources, as follows, viz.:	
Rents "Utica Park" (1891 net).....	\$105 06
Drawing ice.....	28 57
Sale of old material.....	85 68
	219 31
Gross income from all sources.....	\$6,107
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$245 98
Taxes on earnings and capital stock.....	177 49
Taxes other than above.....	18 12
Interest on funded debt due and accrued.....	8,430 96
Interest on temporary loans.....	1,524 80
Commissions.....	117 50
	5,214 85
Surplus for year ending June 30, 1902.....	\$792 15

UTICA AND MOHAWK.

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General Income Account.

Surplus for year ending June 30, 1892	\$798 22
Surplus up to June 30, 1891.....	288 16
Total surplus June 30, 1892	<u>\$1,076 38</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	<u>\$25,296 11</u>
OPERATING EXPENSES.	
Repairs of roadbed and track	\$272 42
Repairs of electrical equipments (construction)	1,095 80
Repairs of buildings and fixtures.....	12 59
Repairs and renewals of cars, motors and other vehicles	1,587 92
Salaries of general officers and clerks.....	2,185 71
Wages of conductors and motormen.....	5,885 90
Wages of engineer, firemen and other employes at power house.....	1,148 17
Light and fuel, other than at power house.....	260 30
Motive power.....	3,909 12
Oil and waste	129 29
Water tax.....	9 08
Legal expenses.....	347 85
Advertising, printing and office expenses.....	648 08
Insurance	1,814 60
Removal of snow and ice.....	218 17
Contingencies :	
Repairs of harness.....	28 05
Horseshoeing.....	48 68
Provender.....	395 91
Total operating expenses.....	<u>\$19,472 45</u>

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road	\$72,342 51
Cost of equipment.....	89,956 97
Other permanent investments, as follows, viz. :	
Real estate :	
Bleecker street lots	1,200 00
" Utica Park "	84,000 55
Zoölogical collection	1,235 47
Current assets, as follows, viz. :	
Cash on hand.....	8,171 20
Open accounts.....	569 68
	<u>\$152,476 38</u>
LIABILITIES.	
Capital stock	\$51,500 00
Funded debt.....	70,000 00
Current liabilities, as follows, viz. :	
Interest due and accrued.....	1,750 00
Bills payable	28,750 00
Profit and loss (surplus)	1,076 38
	<u>\$152,476 38</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :		Miles.
Single track, main line, from Genesee street to Utica park		2.75
Sidings on main line .....		.33
Total length of all tracks and sidings owned		<u>3.08</u>
Weight of rail per yard	40 to 45 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of open cars, not motors	7	
Number of motor cars.....	7	
Horses and mules.....	4	
Schedule time making trip one way	20 and 25 min.	
Cars are run	Every 7½ min.	
Rate of fare per passenger.....	4, 5, and 10 cents.	
Average number of employes (including officials) during year	15 to 20	

REPORT OF THE RAILROAD COMMISSIONERS.

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President.....		\$1,081 38
Superintendent		627 58
Clerks		536 30

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13	\$1 23
Motor men.....	13	1 23
Machinists	13	1 23

Officers of the Company.

Name.	Title.	Official Address.
JAMES F. MANN.....	President	Utica, N. Y.
WM. E. LEWIS	Secretary.....	Utica, N. Y.
GEO. D. DIMON	Treasurer	Utica, N. Y.
FRANK L. EVERTS	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	Residence.
JAMES F. MANN.....	Utica, N. Y.
R. W. SHERMAN.....	Utica, N. Y.
WM. E. LEWIS	Utica, N. Y.
GEO. D. DIMON.....	Utica, N. Y.
T. R. PROCTOR	Utica, N. Y.
GEO. H. WILEY	Utica, N. Y.
P. C. J. DEANGELIS ...	Utica, N. Y.
M. W. VAN AUKEN.....	Utica, N. Y.
R. G. HOERLEIN	Utica, N. Y.
W. P. BAKER.....	Utica, N. Y.
W. W. WHITE.....	Utica, N. Y.

Title of company, Utica and Mohawk Railroad Company.
General offices at Utica, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Wednesday in January.
For information concerning this report, address Geo. D Dimon, Treasurer.

VAN BRUNT STREET AND ERIE BASIN.

(Date of charter, February 15, 1861.)

The company was organized under the General Railroad Act, and began to carry passengers March 8, 1863.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	15,000	\$150,000	\$75,0

VAN BRUNT STREET AND ERIE BASIN.

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FUNDED DEBT.

DESIGNATION OF LIEN..	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	April 1, 1882	p.c. 6	April 1, Oct. 1	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails .....	.....	\$69,511 07
Real estate.....	.....	25,434 66
Total cost of road.....	.....	\$94,945 73
EQUIPMENT.		
Horses.....	\$450 00	\$8,570 00
Cars.....	.....	18,190 00
Snow-plows .....	.....	500 00
Total cost of equipment.....	\$450 00	\$22,250 00
Grand total cost of road and equipment	\$450 00	\$117,195 73

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Eleven horses purchased not charged to renewals	\$450 00
Two open cars sold	625 00
Total.....	*\$175 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$40,746 60
Less operating expenses (excluding all taxes).....	24,826 56
Net earnings from operation	\$15,919 94
<i>Income from other sources, as follows, viz.:</i>	
Interest on deposits.....	74 19
Gross income from all sources	\$15,994 13
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$489 83
Taxes on earnings and capital stock	247 14
Taxes other than above	26 70
Interest on funded debt due and accrued	1,500 00
Rent of track.....	200 00
	2,418 67
Net income from all sources	\$13,580 46
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 6 per cent on capital stock.....	9,000 00
Surplus for year ending June 30, 1892.....	\$4,580 46

* Credit.

General Income Account.

Surplus for year ending June 30, 1892	\$4,580 46
Surplus up to June 30, 1891	17,366 29
Total surplus June 30, 1892	<u>*\$21,946 75</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	<u>\$40,746 50</u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$111 53
Repairs of buildings and fixtures	173 96
Repairs of cars and other vehicles	679 27
Repairs of harness and other stable equipment	207 95
Horseshoeing	847 21
Renewals of horses and mules	890 00
Provender (including expenses of grinding)	5,525 37
Salaries of general officers and clerks	1,543 00
Wages of conductors and drivers on horse cars, watchmen, starters, switchmen, roadmen, hostlers, etc.	18,031 75
Light and fuel	182 86
Water tax	103 72
Damages to persons and property	5 50
Advertising, printing and office expenses	769 06
Insurance	721 24
Removal of ice and snow	84 10
Total operating expenses	<u>\$24,896 56</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$94,945 73
Cost of equipment	22,250 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$5,481 62
Supplies on hand	200 00
	<u>5,681 62</u>
	<u>\$122,877 35</u>
LIABILITIES.	
Capital stock	\$75,000 00
Funded debt	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	1,500 00
Dividends unpaid	15 00
Profit and loss (surplus)	21,361 75
	<u>\$122,877 35</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Hamilton ferry to Erie Basin dry dock		1.5
Second track on main line and branches		1.5
Total length of all tracks and sidings owned		<u>3</u>
Weight of rail per yard	45 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	6	
Open cars	6	
Horses and mules	41	
Schedule time making trip one way	12 minutes	
Cars are run	Every 6 to 10 minutes	
Rate of fare per passenger	3 cents	
Number of passengers carried in cars during year	1,358,211	
Average number of employes (including officials) during year	2	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.		Annual salary
Superintendent		\$1,200 00
President		1,000 00
Secretary and treasurer		1,000 00

* Does not agree with "surplus" as per balance sheet.— R. R. Commissioners.

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers.....	12	2 00
Roadmen	10	2 00
Hostlers	12	1 71

ACCIDENTS.

	Injured.
Passengers	2

Officers of the Company.

Name.	Title.	Official Address.
MICHAEL MURPHY.....	President.....	264 Van Brunt st., Brooklyn, N. Y.
WYLLYS TERRY	Secretary and Treasurer....	264 Van Brunt st., Brooklyn, N. Y.
TIMOTHY J. CAREY.....	Superintendent	264 Van Brunt st., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
MICHAEL MURPHY.....	Brooklyn, N. Y.
WYLLYS TERRY	Brooklyn, N. Y.
JOSEPH WHITE.....	Brooklyn, N. Y.
MICHAEL J. COFFEY.....	Brooklyn, N. Y.
BENJAMIN STEBBINS.....	Brooklyn, N. Y.
DAVID W. BURNS	Brooklyn, N. Y.
THOS. J. CUNNINGHAM.....	Brooklyn, N. Y.

Title of company, Van Brunt Street and Erie Basin Railroad Company.

General offices at 264 Van Brunt street, Brooklyn, N. Y.

Date of close of fiscal year, February 16.

Date of stockholders' annual meeting, third Tuesday in February.

For information concerning this report, address Wyllys Terry, Secretary.

WATERFORD AND COHOES.

(Date of charter, February 8, 1883.)

This company was organized for the purpose of operating a street railroad between the village of Waterford, Saratoga county, and the city of Cohoes, Albany county, under the General Railroad Act of 1850. The road was built in 1884, and on August 19, 1884, leased to The Troy and Lansingburgh Railroad Company for the term of five years, the actual operation of the road was commenced at that time.

Terms of lease: Three years for one dollar, fourth year, \$1,750; fifth year, \$1,750, with privilege to lessee to renew during mutual existence of the corporation at the rate of \$1,750 per annum.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	250	\$25,000	\$25,000

Cost of Road.

	Total cost up to June 30, 1892.
Road built by contract	\$23,302 58
Sundries	1,878 62
*Total cost of road.....	\$24,481 20

* Electric fixtures added by lessee.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross income from rental.....	\$1,750 00
<i>Payments from income, as follows, viz. :</i>	
Dividends declared, 7 per cent on capital stock.....	1,750 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$24,481 30
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	588 08
	<u>\$25,079 26</u>
LIABILITIES.	
Capital stock	\$25,000 00
Profit and loss (surplus).....	79 26
	<u>\$25,079 26</u>

Salaries, Wages, Etc., of Officers and Employees.

OFFICER.	Annual salary.
Secretary and treasurer.....	\$50 00

Officers of the Company.

Name.	Title.	Official Address.
THOMAS BRESLIN.....	President	Waterford, N. Y.
C. C. ORMSBY	Secretary and Treasurer.....	Waterford, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS BRESLIN.....	Waterford, N. Y.
JEHIEL W. HINES	Waterford, N. Y.
C. C. ORMSBY	Waterford, N. Y.
F. B. PECK.....	Waterford, N. Y.
JOHN KNICKERBOCKER	Troy, N. Y.
T. A. KNICKERBOCKER	Troy, N. Y.
Mrs. M. WHITE.....	Utica, N. Y.

Title of company, The Waterford and Cohoes Railroad Company.
General offices at Waterford, N. Y.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address C. C. Ormsby, Secretary.

WATERTOWN.

(Date of incorporation, September 28, 1887.)

Date when franchise from the city was granted, November 22, 1887.
Work on construction commenced November 24, 1888.
The road opened for traffic May 20, 1891.

Capital Stock and Funded Debt.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	400	\$40,000	\$40,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage Wat. St. Ry. Co.....	Jan. 1, 1917	p.c. 6	Jan. 1, July 1	\$75,000	\$75,000
First mortgage Wat. and Brownville St. Ry., guaranteed by this company .....	.....	6	.....	85,000	85,000
Total .....	.....	.....	.....	\$110,000	\$110,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed superstructure and rails, exclusive of electric appliances pertaining to road and superstructure		\$97,682 68 1/2
Electric appliances pertaining to road and superstructure		20,800 00
Right of way		363 84
Real estate		4,950 66
Building and fixtures, exclusively used for electric purposes		10,287 95
Total cost of road		\$134,085 06 1/2
EQUIPMENT.		
Cars, other than motor cars		\$3,000 00
Motor cars and fixtures		30,732 46
Dummies		500 00
Wagons, trucks, snow-plows, sleighs		250 00
Total cost of equipment		\$34,472 46
Grand total cost of road and equipment		\$168,557 54 1/2

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Road has been finished during the year, and the final completion made about June 30, 1892.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$24,888 54
Less operating expenses (excluding all taxes)		18,649 90
Gross income from all sources		\$10,738 64
<i>Deductions from income, as follows, viz.:</i>		
Taxes other than above	\$255 82	
Interest on funded debt due and accrued	5,857 95	
		6,113 77
Net income from all sources		\$4,624 87
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 3 per cent on capital stock		1,200 00
Surplus for year ending June 30, 1892		\$3,424 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$23,388 54
Special discount	1,000 00
Total gross earnings	\$24,388 54

REPORT OF THE RAILROAD COMMISSIONERS.

OPERATING EXPENSES.

Repairs of roadbed and track	\$378 30
Repairs and renewals of cars, motors and other vehicles	1,675 30
Salaries of general officers and clerks.....	2,450 00
Wages of conductors and motormen.....	5,135 00
Light and fuel other than at power house	278 50
Water tax	28 00
Advertising, printing and office expenses	129 35
Insurance.....	908 72
Removal of snow and ice.....	758 72
Contingencies: Rents for power, office and car house	1,850 00
Total operating expenses.....	<u>\$13,649 90</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$134,085 08½
Cost of equipment.....	34,472 46
<i>Other permanent investments, as follows, viz.:</i>	
Stock in Watertown and Brownville.....	18,600 00
<i>Current assets, as follows, viz.:</i>	
Bills receivable.....	2,000 00
	<u>\$189,757 54½</u>

LIABILITIES.

Capital stock.....	\$40,000 00
Funded debt.....	110,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	15,828 47
Open accounts.....	1,904 21
Profit and loss (surplus).....	22,094 86½
	<u>\$189,757 54½</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Pearl street to city limits.....		3.125
Sidings on main line and branches.....		.125
Total length of all tracks and sidings owned.....		<u>3.25</u>
<i>Length of railways actually leased and operated by this company, as follows:</i>		
Single track from city limits to Brownville.....		3.25
Second track and sidings.....		.125
Total length of all tracks and sidings leased		<u>3.375</u>
Grand total length of all tracks and sidings owned and leased		<u>6.625</u>
Weight of rail per yard.....	50 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of open cars, not motors	8	
Number of motor cars.....	11	
Dummies	2	
Schedule time making trip one way.....	30 min.	
Cars are run.....	Every 12 mins.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year.....	461,540	
Average number of employes (including officials) during year.....	45	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
Superintendent	\$1,200 00
Two clerks.....	800 00

WATERTOWN.

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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	\$1 16 ³ / ₄
Drivers.....	11	1 16 ³ / ₄
Car-house man.....	10	1 50
Car-house man.....	10	1 83 ¹ / ₄
Car-house man.....	10	1 00
Dynamo men	10	1 25

Officers of the Company.

Name.	Title.	Official Address.
J. C. THOMPSON.....	President.....	New York city.
E. S. GOODALE	Secretary and Treasurer.....	Watertown, N. Y.

Directors of the Company.

Name.	Residence.
JOHN C. THOMPSON.....	New York city.
C. A. STARBUCK.....	New York city.
J. A. LEBKENCHER.....	New York city.
E. S. GOODALE	Watertown, N. Y.
S. F. BAGG.....	Watertown, N. Y.
HON. J. MULLIN.....	Watertown, N. Y.
GEORGE W. KNOWLTON	Watertown, N. Y.

Title of company, Watertown Street Railway Company.
General offices at Watertown, N. Y.
Date of close of fiscal year, July 1.
Date of stockholders' annual meeting, first Monday in October.
For information concerning this report, address E. S. Goodale, Secretary.

WATERVLIET TURNPIKE AND RAILROAD.

(Date of charter, chapter 141, Laws of 1828, amended by chapter 233, Laws of 1862.)

REPORT OF COMPANY ITSELF FROM JULY 1, 1891, TO MARCH 14, 1892.

Income Account for Portion of Year Ending March 14, 1892.

Gross earnings from operation.....	\$87,189 96
Less operating expenses (excluding all taxes)	65,553 97
Gross income from all sources.....	\$21,635 99
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$4,564 89
Interest on funded debt due and accrued.....	21,142 93
	25,707 82
Deficit for portion of year ending March 14, 1892.....	\$4,071 83

General Income Account.

Deficit for year ending March 14, 1892.....	\$4,071 83
Deficit up to June 30, 1891.....	16,859 85
Profit and loss.....	20 00
Total deficit March 14, 1892.....	\$20,951 68

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$87,071 46
Expressage.....	43 50
Rent.....	75 00
Total gross earnings	<u>\$87,189 96</u>

OPERATING EXPENSES.	
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	\$6,660 82
Repairs of buildings and fixtures, exclusively used for mechanical power.....	452 50
Repairs of all other buildings and fixtures	823 62
Repairs of cars (not motors) and other vehicles.....	3,986 89
Repairs of motor cars and fixtures.....	11,016 53
Repairs of harness and stable equipment.....	183 51
Horseshoeing.....	65 45
Tolls Congress street bridge.....	5,389 61
Provender (including expense of grinding).....	450 18
Salaries of general officers and clerks	4,211 64
Wages of conductors and drivers on horse cars and conductors and motormen on cars propelled by mechanical traction.....	16,881 76
Wages of engineer, firemen and all others employed at power house.....	3,575 25
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	956 95
Light and fuel other than at power house.....	588 00
Fuel, light and other supplies used at power house.....	7,488 86
Damages to persons and property	268 82
Legal expenses.....	125 90
Advertising, printing and office expenses.....	850 78
Insurance	1,144 82
Removal of snow and ice	234 53
Contingencies:	
Subscriptions.....	\$18 16
Punch account	380 80
Waiting-room, Troy.....	66 64
Directors' meeting	224 92
Detective.....	152 08
	<u>787 55</u>
Total operating expenses.....	<u>\$65,558 97</u>

General Balance Sheet March 14, 1892.

ASSETS.	
Cost of road	\$480,665 36
Cost of equipment.....	85,501 24
Other permanent investments, as follows, viz.:	
Real estate	57,936 66
Turnpike road.....	103,540 74
Fixtures base ball grounds	1,500 00
Current assets, as follows, viz.:	
Cash on hand.....	77 85
Open accounts.....	103 42
Supplies on hand.....	10,768 72
Profit and loss (deficiency).....	20,951 68
	<u>\$761,045 17</u>
LIABILITIES.	
Capital stock.....	\$240,000 00
Funded debt	500,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	11,128 96
Open accounts.....	9,916 21
	<u>\$761,045 17</u>

Characteristics of Road, Equipment, Etc.

Number of passengers carried in cars from July 1, 1891, to March 15, 1892.....	1,337,592
Average number of employes (including officials) same period	106

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
President, vice-president, secretary, treasurer and superintendent.....		\$5,200 00
Toll collector		720 00

WATERVLIET TURNPIKE AND RAILROAD.

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OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	*
Drivers.....	11	*
Starters.....	12	*
Watchmen	12	†
Roadmen	10	†
Hostlers.....	10	†
Car cleaners.....	10	\$1 60
Engineers...	12	2 75
Linemen	12	2 50
Firemen	12	2 00
Electrical repairs.....	10	2 00

Officers of the Company.

Name.	Title.	Official Address.
W. B. VAN RENSSELAER.....	President.....	Albany, N. Y.
CANTINE TREMPER.....	Secretary and Treasurer.....	Albany, N. Y.
GEORGE EMMETT.....	Superintendent.....	Albany, N. Y.

Directors of the Company.

Name.	Residence.
W. B. VAN RENSSELAER	Albany, N. Y.
JOHN J. AOKER	Albany, N. Y.
JAMES B. JERMAIN	Albany, N. Y.
CHARLES NEWMAN	Albany, N. Y.
J. W. TILLINGHAST	Albany, N. Y.
ANTHONY N. BRADY	Albany, N. Y.
LEDYARD COGSWELL	Albany, N. Y.
J. HOWARD KING.....	Albany, N. Y.
T. A. KNICKERBOCKER.....	Troy, N. Y.

For information concerning this report, address C. Tremper, Treasurer, Albany Railway office, Quail street, Albany, N. Y.

WATERVLIET TURNPIKE AND RAILROAD.

LESSOR.

LESSEE — ALBANY RAILWAY.

(Chapter 141, Laws of 1828, amended by chapter 233, Laws of 1862.)

This company was incorporated as the Watervliet Turnpike Company by chapter 141 of the Laws of the State of New York of 1828, and thereafter the necessary real estate was purchased and a turnpike road constructed from the northern boundary line of the city of Albany to the upper ferry opposite the city of Troy, and was opened for traffic.

By an act of the Legislature of the State of New York, passed April 15, 1862 (chapter 233 of the Laws of 1862), "The Watervliet Turnpike Company, in addition to their present powers, franchises and privileges," were authorized to construct and maintain a railroad on their present road and to extend the same into and through the village of West Troy and Cohoes and the town of Watervliet and city of Albany, etc., and their corporate name was changed to "Watervliet Turnpike and Railroad Company." The railroad was built by contract and opened for traffic on July 4, 1863.

In May, 1889, a contract was made to rebuild the railroad, to obtain new cars and to equip the property with the Thompson-Houston electrical system. A portion of the road was sufficiently finished to be operated with electricity and opened to the public for traffic on the twentieth of September.

The equipment of the road for operation by electric motors was completed in November, 1889, but the company was prevented from operating its road by electricity through the city of Albany on account of the temporary injunction obtained against it by the Hudson River Telephone Company.

* 16½ cents per hour. † 15 cents per hour.

During the year the injunction preventing the company from operating its road by electricity through the city of Albany was vacated, and the whole line is now operated by the overhead single trolley Thompson-Houston system, except the lumber district branch, where horses are still used.

The road has passed by lease under the control of the Albany Railway. This lease is for a term of 999 years and is dated February 5, 1892, and was duly filed and recorded in the office of the Secretary of State, March 19, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	2,400	\$240,000	\$240,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage, corporate franchise, road, turnpike and equipment.....	May 1, 1919	p.c. 6	May & Nov.	\$350,000	\$339,150
Second mortgage on same.....	May 1, 1919	6	May & Nov.	150,000	110,800

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$145 85	\$480,665 35
Real estate.....	196 85	57,936 65
Total cost of road.....	\$342 20	\$538,602 02
EQUIPMENT.		
Poles and trolley wire.....	\$547 03	\$85,501 24
Total cost of road and equipment	\$889 23	\$624,103 26
Turnpike road	3,885 74	103,540 74
Grand total cost of road, equipment and turnpike road.....	\$4,774 97	\$727,644 00

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Telephone controversy	\$145 35
Improvement to power house.....	196 85
Poles and trolley wire.....	547 03
Improvement to turnpike road.....	3,885 74
Total	\$4,774 97

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Payment on account of lease.....	\$900 00
From open accounts	11 11
	\$911 11

Deductions from income, as follows, viz.:

Expenses.....	704 16
Surplus for year ending June 30, 1892.....	\$106 95

WATERVLIET TURNPIKE AND RAILROAD.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$480,685 86
Cost of equipment.....	85,501 24
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	57,936 66
Turnpike road.....	103,540 74
Fixtures base ball grounds.....	1,500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	184 80
Open accounts	92 81
Profit and loss (deficiency).....	10,579 89
	<hr/>
	\$740,000 00

LIABILITIES.

Capital stock	\$240,000 00
Funded debt.....	500,000 00
	<hr/>
	\$740,000 00

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ALBERT HESSBERG.....	President.....	Albany, N. Y.
CANTINE TREMPER	Secretary and Treasurer.....	Albany, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ALBERT HESSBERG	Albany, N. Y.
E. A. GROESBECK.....	Albany, N. Y.
HENRY BRONK.....	Albany, N. Y.
WM. LESTER	Albany, N. Y.
WM. R. CASSIDY	Albany, N. Y.
CHAS. L. PRUYN.....	Albany, N. Y.
F. C. MANNING	Albany, N. Y.
DONALD MCCREDIE	Albany, N. Y.
W. L. GREEN	Albany, N. Y.

Title of company, Watervliet Turnpike and Railroad Company.

General offices at office of Albert Hessberg, Albany Savings Bank Building, Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in February.

For information concerning this report, address Cantine Tremper, Treasurer.

WEST SIDE (Binghamton).

LESSOR.

LESSEE — COURT STREET AND EAST END.

(Date of charter, September 24, 1887.)

Work begun July 7, 1890. Track was laid from Oak street to Beethoven street, and to Bennett park on Beethoven street, and equipped with cars and horses. The entire road and equipment, as far as completed, leased to the Court Street and East End Railroad Company August 20, 1890.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	250	\$25,000	.....
Issued for actual cash.....	50	\$5,000	\$5,000
Issued on account of construction.....	200	20,000	.....
Total now outstanding.....	250	\$25,000	\$5,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Right of way.....		\$2,228 80
Road built by contract.....		20,000 00
Total cost of road.....		\$22,228 80
EQUIPMENT.		
Horses.....		\$1,141 20
Cars		1,630 00
Total cost of equipment.....		\$2,771 20
Grand total cost of road and equipment.....		\$25,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from lease	\$500 00
Less operating expenses (rents)	500 00

Analysis of Gross Earnings and Operating Expenses.

From lease	500 00
------------------	--------

OPERATING EXPENSES.

Rent paid Bing. and Port Dickinson R. R. Co	500 00
---	--------

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	25,000 00
LIABILITIES.	
Capital stock.....	25,000 00

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	Miles
Single track, main line, from Oak street to Beethoven street.....	1.50.

Officers of the Company.

Name.	Title.	Official Address.
C. M. STONE.....	President	Binghamton, N. Y.
W. G. PHELPS.....	Secretary and Treasurer.....	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
C. M. STONE	Binghamton, N. Y.
W. G. PHELPS	Binghamton, N. Y.
GEORGE F. LYON.....	Binghamton, N. Y.
MILES LEONARD.....	Binghamton, N. Y.
F. S. TITCHENER.....	Binghamton, N. Y.
W. H. STONE	Binghamton, N. Y.
J. W. MANIER	Binghamton, N. Y.

Title of company, West Side Street Railway Company.
General offices at Binghamton, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday of October.
For information concerning this report, address W. G. Phelps, Secretary.

YONKERS.*Capital Stock and Funded Debt.****CAPITAL STOCK.**

	Number of shares.	Total par value.
Authorized by law or charter	2,000	\$200,000
Issued for actual cash and now outstanding	1,100	110,000

FUNDED DEBT.

	Amount outstanding.
First mortgage.....	\$80,000 00
Second mortgage.....	294,000 00
Total.....	\$374,000 00

Cost of Road and Equipment.**ROAD.**Total cost up to
June 30, 1892.

Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$206,579 25
Electric appliances pertaining to road and superstructure.....	30,356 98
Real estate.....	21,000 00
Buildings and fixtures, exclusively used for electric purposes.....	25,122 86
All other buildings and fixtures.....	50,065 09
Interest and discount charged to construction.....	7,400 00
Total cost of road.....	\$440,544 18

EQUIPMENT.

Horses.....	\$15,783 65
Harness.....	1,223 56
Cars, other than motor cars.....	19,875 00
Motor cars and fixtures.....	37,314 00
Wagons, trucks, snow-plows, sleighs.....	1,388 20
Total cost of equipment.....	\$75,084 70

Grand total cost of road and equipment.....\$515,628 88

Income Account for Four Months Ending June 30, 1892.

Gross earnings from operation.....	\$12,277 05
Less operating expenses (excluding all taxes).....	10,186 52
Surplus for four months ending June 30, 1892.....	\$2,140 53

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers.....	\$12,158 20
Rent.....	88 00
Advertising in cars.....	28 25
Manure.....	4 60
Total gross earnings	\$12,277 05

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$911 59
Repairs of buildings and fixtures exclusively used for mechanical power.....	59 25
Repairs of all other buildings and fixtures	600 48
Repairs of cars (not motors) and other vehicles.....	245 96
Repairs of harness and stable equipment.....	119 13
Horseshoeing.....	321 26

* From March 1, 1892.

Provender (including expense of grinding)	\$230 00
Salaries of general officers and clerks.....	690 00
Wages of conductors and drivers on horse cars.....	2,248 10
Wages of conductors and motormen on cars propelled by mechanical traction ..	1,302 60
Wages of engineer, firemen and all others employed at power house.....	718 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,850 04
Light and fuel, other than at power house.....	32 87
Fuel, light and other supplies used at power house.....	651 55
Water tax.....	57 30
Legal expenses	8 00
Advertising, printing and office expenses.....	252 02
Removal of snow and ice.....	73 28
Contingencies	71 00
Total operating expenses	\$10,136 52

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$440,544 18
Cost of equipment	75,084 70
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	507 29
Open accounts.....	8,101 91
Bank balance.....	13 31
Profit and loss (deficiency).....	1,599 24
	\$525,910 73

LIABILITIES.

Capital stock	\$110 000 00
Funded debt.....	374 000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.	6 703 62
Mortgage on real estate	16 500 00
Loans payable	16 707 10
	\$525 910 73

Officers of the Company.

Name.	Title.	Official Address.
C. H. MONTAGUE	President	Yonkers, N. Y.
THOS. W. SMITH.....	Secretary	Fifth National Bank, N. Y. city.
D. B. HOTCH	Treasurer	7 Pine street, New York city.

Directors of the Company.

Name.	Residence.
C. H. MONTAGUE	Yonkers, N. Y.
D. B. HOTCH	Morristown, N. J.
THOS. W. SMITH	New York city.
E. STEPHENSON.....	New York city.
J. H. HINTON	New York city.
R. B. KELLY	New York city.
R. KELLY	New York city.
J. H. ODELL.....	New York city.
WM. F. LAWRENCE	Yonkers, N. Y.

Title of company, Yonkers Railroad Company.
 General offices at power station, foot of Main street, Yonkers, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Monday in January.
 For information concerning this report, address C. H. Montague.

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